CITY CENTRE MONITORING REPORT

1989-90

TRAFFIC • TRANSIT • DEVELOPMENT

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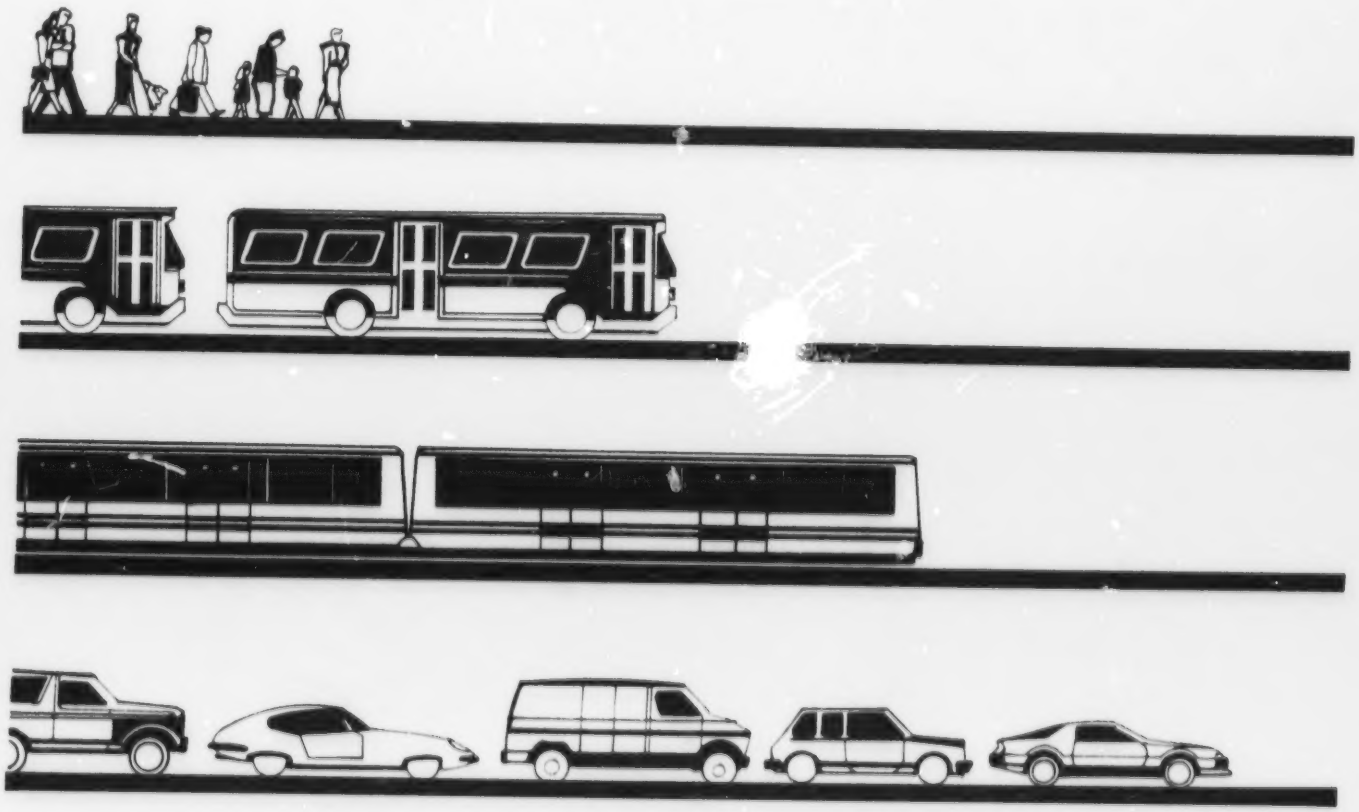

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CITY OF SCARBOROUGH • ONTARIO • CANADA

CITY CENTRE MONITORING REPORT

1989-90

TRAFFIC • TRANSIT • DEVELOPMENT

Scarborough Planning & Buildings Department

Peter Poot, Commissioner

Scarborough Works & Environment Department

Michael A. Price, Commissioner

January 1991

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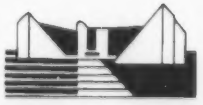

PREPARED BY THE CITY OF SCARBOROUGH'S PLANNING & BUILDINGS, WORKS & ENVIRONMENT DEPARTMENTS, SCARBOROUGH, ONTARIO, CANADA • JANUARY 1991

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INTRODUCTION

The Scarborough City Centre is planned as the downtown focus for the City's half a million residents. The City Centre is served by the Scarborough Rapid Transit (SRT) Line and is bounded by Highway 401 to the north, and Ellesmere Road to the south. It extends from west of Brimley Road to east of McCowan Road as shown on Figure 1.

The Official Plan identifies the City Centre area for primarily mixed employment and residential uses and includes the large retail component of the Scarborough Town Centre Shopping Mall. The City's objective is to have the City Centre accommodate at least 40,000 office jobs with the highest concentration within convenient walking distance of the SRT stations. The transit focus of the City's policies for the City Centre includes a target of 55% of the office work trips by transit at full development.

The City of Scarborough

FIGURE 1: STUDY AREA CONTEXT MAP

PROJECT			COMPLETED
Town Centre Court	Construction	Borough Drive to McCowan Road	1982
		McCowan Road to Grangeway Crescent	1984
Milner Avenue	Widening	East of Markham Road	1982
		McCowan Road to Markham Road	1984
Markham Road	Widening	Highway 401 to Ellesmere Road	1983
		Highway 401 to Sheppard Avenue	1983
		Ellesmere Road to Lawrence Road	1983
McCowan Road	Widening	Highway 401 to Sheppard Avenue	1983
		Highway 401 to Ellesmere Road	1984
		Progress Grade Separation	1984
Grangeway Court	Construction	Progress Avenue to Bushby Drive	1984
Progress Avenue	Widening	McCowan Road to Borough Drive	1984
Bushby Drive	Widening	McCowan Road to Grangeway Court	1984
		Ramp to McCowan Road	1984
Kennedy Road	Widening	Highway 401 to Ellesmere Road	1984
		Highway 401 to Sheppard Avenue	1985
Consilium Place	Widening	North of Progress Avenue	1984
		Extension to McCowan Road	1985
SRT	Construction	Kennedy Station to McCowan Station	1985
Triton Road	Construction	McCowan Road to Borough Drive East	1985
	Widening	McCowan Road to Brimley Road	1985
Ellesmere Road	Widening	McCowan Road to Markham Road	1985
Corporate Drive	Construction	Consilium Place to Progress Avenue	1985
		McCowan Road Grade Separation	1985
		Ramp to Highway 401 Eastbound	1985
Brimley Road	Widening	Ellesmere Road to Progress Avenue	1985
		Highway 401 to Pitfield Road	1989
	Construction	Off-ramp from Highway 401Eastbound and on-ramp to Highway 401 Westbound	1988
	Road Opening	Final stage of overpass	1988

TABLE 1: TRANSPORTATION SYSTEM CHRONOLOGY

In 1981, Scarborough Council approved the City Centre Roads Plan. Council also directed annual monitoring of development activities and traffic impacts in the area around the City Centre. The study area actually monitored is larger than the City Centre area, and extends from Kennedy Road to Markham Road as shown in Figure 1. The purpose of the City Centre Monitoring Programme is to provide information and recommendations regarding development and transportation trends, implementation of the Roads Plan, and required changes to the Roads Plan and the Development Plan.

Summary reports of the Monitoring Programme have been published annually from 1982 through 1988. This report combines both the 1989 and 1990 Monitoring Programme information.

This report is divided into six sections. The first section summarizes the pattern of development activities and employment potential in the City Centre area and the surrounding parts of the study area. Travel information based on cordon counts of vehicles and transit passengers is presented and analyzed in Section 2. The third section includes information on office employee travel behaviour based on an employee travel survey conducted in the City Centre in 1987. The inventory of parking and summaries of usage are presented in Section 4. Section 5 analyzes updated information on traffic and parking on residential streets south of Ellesmere Road. Section 6 summarizes current or recent land use or transportation studies in the area. The conclusions drawn from the monitoring data constitute the closing section of this report.

Additional information pertaining to the City Centre Monitoring Programme, or the 1989-1990 report, can be obtained from the Planning and Buildings Department.

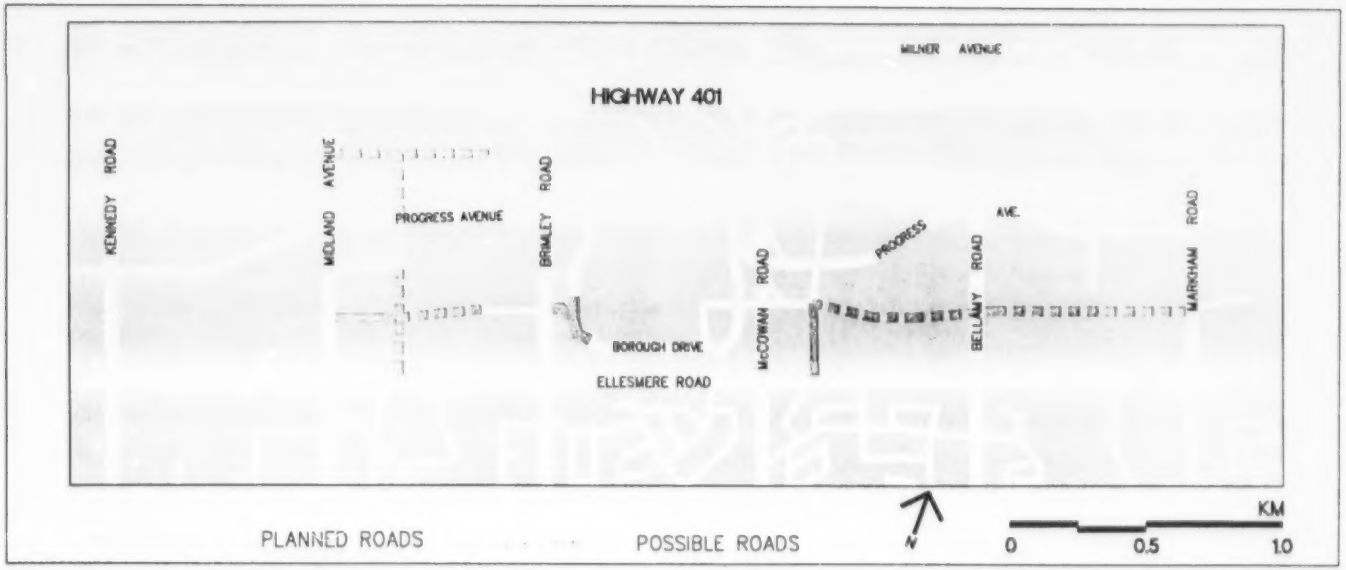


FIGURE 2: 1986 APPROVED ROADS PLAN

FIGURE 3: COMPLETED TRANSPORTATION SYSTEM

1. DEVELOPMENT & EMPLOYMENT

The following tables and plans detail the development and development interest in the City Centre and the area surrounding the City Centre.

1.1 CITY CENTRE DEVELOPMENT ACTIVITY

(See Table 2 and Figure 4)

Although no new office buildings have been opened in the City Centre since Consilium II in 1985, development interest has increased in the past few years.

The Y.M.C.A. recreation and daycare facility was completed and opened in early 1990. As well, construction was started on the Consilium III office project in 1989 and is approaching completion scheduled for 1991. The detailed site plans for the residential condominiums by Tridel/Eatons and Townscape progressed through 1989 and 1990. As a result of slow market conditions, the timing of construction for these projects is uncertain. State Farm Insurance received site plan approval for the new office building to replace their existing facility in 1990, but after some preliminary site works have suspended construction.

In late 1990 Transmetro received Official Plan and zoning approval for a mixed use proposal, consisting of two office buildings and two residential buildings, at Brimley Road and Highway 401. It is anticipated that application for site plan approval will be submitted for the first buildings in 1991.

The Ministry of Government Services filed applications to develop the lands at McCowan Road and Ellesmere Road for a residential project of 660 units with plans to add a commercial component in the future.

Residential development in the area will increase the potential for City Centre workers to live and work in close proximity. Residents in the area will increase the night time population in the City Centre and contribute to its cultural, social and recreational activities after working hours.

(See Table 3 and Figure 5)

PROJECT & STATUS*	USE	SIZE (m^2)	1989 EMPLOYMENT
EXISTING			
1. State Farm	office	6,870	350
2. Municipal & Health Centres	office	17,770	640
3. Education Centre	office	10,100	500
4. Bell Canada	office	23,400	1,326
5. Canada Life	office	20,700	1,056
6. Canada Centre	office	40,000	1,460
7. Consilium I	office	34,500	1,262
8. Consilium II	office	34,500	1,392
Total Existing	**Office**	**187,840**	**7,986**
9. Scarborough Centre Station			
10. McCowan Station			
11. Scarborough Town Centre	retail	107,000	3,492
12. Scott House Restaurant	restaurant	460	35
13. YMCA	recreation	5,270	
POTENTIAL DEVELOPMENT	**USE**	**SIZE (m^2)**	**EXPECTED EMPLOYMENT**
Under Construction:			
14. Prudential (Phase III)	office	32,752	1,300
	hotel	400 rms	
	retail	934	
15. State Farm	office	25,220	1,000
Total	**Office**	**57,972**	**2,300**
Conceptual Site Plan Approval			
16. Townscape	residential	422 units	
17. Tridel/Eatons	residential	260 units	
18. Tridel/Eatons	residential	1,080 units	
19. Transmetro	office	58,527	2,300
	residential	532 units	
	retail	6,503	
Total	**Office**	**58,527**	**2,300**
	Residential	**2,294 units**	
Pending Applications			
20. Ministry of Gov't Services	residential	660 units	
Total	**Residential**	**660 units**	

*** as of January 15, 1991**

TABLE 2: CITY CENTRE DEVELOPMENT ACTIVITY

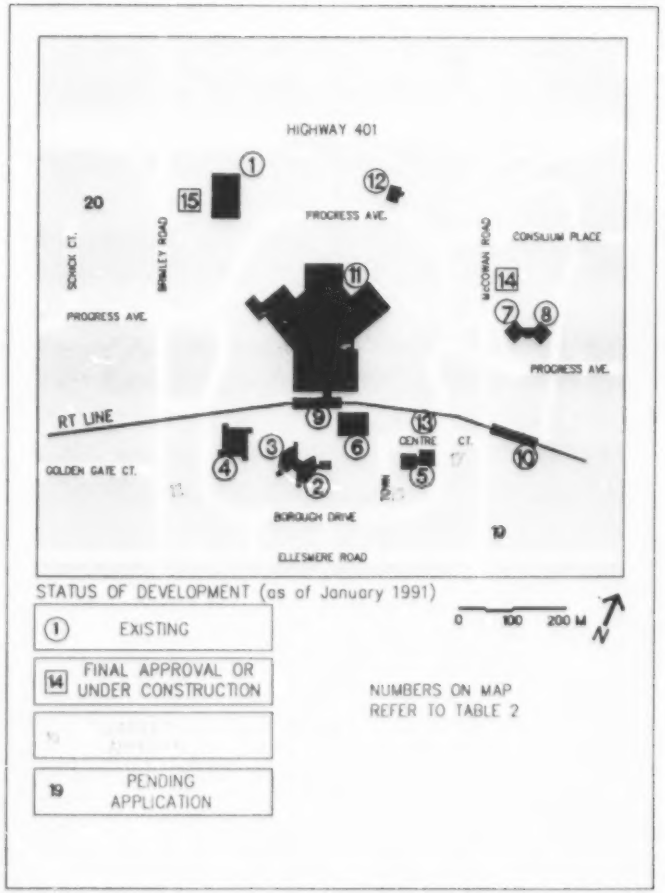


FIGURE 4: DEVELOPMENT ACTIVITY IN THE CITY CENTRE

1.2 DEVELOPMENT ACTIVITY IN THE SURROUNDING AREA

The ongoing and foreseeable pattern of development in the area surrounding the City Centre - from Kennedy Road to Markham Road and between Ellesmere Road and Sheppard Avenue - emphasizes the role of the City Centre as Scarborough's downtown hub.

The Royal Bank building at Progress Avenue and Consilium Place, the Roridan buiding on Milner Business Court, and the office condominium building at 885 Progress Avenue have recently been completed. The Tridel/Prudential residential condominiums are under construction and expected to be completed in 1991.

The T-D Bank has been finalizing the site plan for the office component of its computer facility on Progress Avenue. To the north, between Corporate Drive and Highway 401, the former Varta Battery site is the subject of a development application by Lee Development Corporation, for an office and residential proposal. The Norfinch Group have filed an application for an office building on the south side of Progress Avenue across from the T-D Bank site. Just to the east of the Consilium, a site with three industrial buildings is the subject of a redevelopment proposal by Magnolia Builders for office and residential condominium development.

Markham Road between Sheppard Avenue and Ellesmere Road, continues to attract a range of redevelopment activities. A redevelopment proposal by Pirri's for an office and retail project has received final site plan approval. Kingsberg Monetary is proposing an intensification project by adding retail and offices to an existing plaza south of Tuxedo Court. Aldgate Construction is proposing Forest Woods, a two building office complex to replace existing industrial buildings on Ellesmere Road just west of Markham Road, which has received conceptual approval.

A significant change in development prospects since the last monitoring report relates to the 34 acre site on the east side of Markham Road between Sheppard Avenue and Milner Avenue. The Federal Government sold the site to the Frum Development Group in 1989. The Frum Development Group, under the name C.M.S. Investments, have proposed a major mixed-use development with office, retail, and residential components. In October 1990 Council approved amendments to the Official Plan to designate the entire site for 65,000 m2 of office uses, 9,290 m2 of retail uses, and 2,800 residential units. Also approved were zoning and conceptual site plans for the first phase of the development which consists of two residential blocks of 400 units each to be located on the Markham Road frontage.

From a transportation perspective, these approvals provide for and were based on the provision of both the extension of the SRT to Sheppard Avenue and the Progress Avenue extension and connection to Highway 401. In particular, the Frum develoment application approval secures the rights-of-way for the SRT extension through the project and for the Progress Avenue extension. It secures partial funding for the Progress Avenue bridge over Highway 401, and requires the developer to make arrangments with Metro regarding provision for the requisite transit terminal facilities.

The area west of the City Centre is also experiencing interest by developers. The Midland's, an office condominium project at the corner of Midland and Progress, received zoning and conceptual site plan approval in 1989. Another site, formerly owned by McGraw-Hill and just west of the Transmetro site, is the subject of a large mixed use development application by the new owners, the Lawrence Avenue Group.

The Kennedy Road corridor is also attracting development. A proposal by McKenn for Homeworld would result in a major retail centre in the southeast quadrant of Kennedy Road and Highway 401 interchange. Across Highway 401 at Kennedy Road and Sufferance Avenue an office and hotel complex has been proposed by Roxborough; Phase I, an office building, is nearing completion.

The ongoing development activities in the City Centre and the surrounding areas, call for timely and appropriate transportation planning responses. In addition to the Monitoring Programme and development applications, a number of other studies are underway to deal with specfic transportation and land use issues in and around the City Centre. These projects are described in the penultimate section of this report.

PROJECT & STATUS*	USE	SIZE (m^2)	EXPECTED EMPLOYMENT
COMPLETE			
22 Roridan	office	26,583	1,100
	restaurant	456	
23 Royal Bank	office	8,062	300
24 885 Progress	office	5,938	250
	retail	1,189	
29 Roxborough (Ph. 1)	office	20,012	800
Total	**office**	**60,595**	**2,450**
FINAL APPROVAL OR UNDER CONSTRUCTION			
25 Fineway	office	4,575	200
26 Tridel (Prudential)	office	2,200	100
	residential	1,080	
	retail	1,580	
27 Konca	office	14,252	550
	hotel	212 rooms	
	club/retail	10,367	
28 City of Scarborough	animal shelter	1,115	
34 Roxborough (Ph. 3)	hotel	132 rooms	
Total	**office**	**21,027**	**850**
	residential	**1,080 units**	
CONCEPTUAL APPROVAL			
30 TD Bank (Ph.2)	office	38,640	1,550
31 Pirri's	office	7,560	300
	retail	2,400	
32 Roxborough (Ph. 2)	office	19,185	750
33 Midland Corp.	office	14,565	600
	retail	1,631	
35 Frum	residential	800 units	
	retail	550	
40 Forest Woods	office	39,018	1,550
	retail	3,419	
Total	**office**	**118,968**	**4,750**
	residential	**800 units**	

* as of January15, 1991

PROJECT & STATUS*	USE	SIZE (m^2)	EXPECTED EMPLOYMENT
PENDING APPLICATIONS			
36 CamGardens	office	72,462	2,850
	residential	1,000 units	
	hotel	300 rooms	
	retail/recreation	2,972	
37 Kingsberg Monetary	office	10,134	400
	retail	1,927	
38 Metro East	office	23,225	900
	residential	504 units	
	retail	400	
39 McKenn	retail	10,547	
41 Winco	office	15,117	600
	retail	1,914	
42 Magnolia	office	85,400	3,400
	residential	534 units	
	retail	7,500	
43 Roridan	office	51,225	2,050
	residential	450 units	
	retail	4,515	
44 Lee Developments	office + retail	62,336	2,400
	residential	995 units	
45 NorFinch Group	office	4,669	150
	retail	682	
46 Java Investments	office	16,600	650
47 Lawrence Avenue Group	office	92,900	3,700
	residential	2,200 units	
	hotel	500 rooms	
	retail/community	14,565	
Total	**office**	**434,068**	**17,100**
	residential	**5,683 units**	

* as of January15, 1991

TABLE 3: DEVELOPMENT ACTIVITY IN THE SURROUNDING AREA

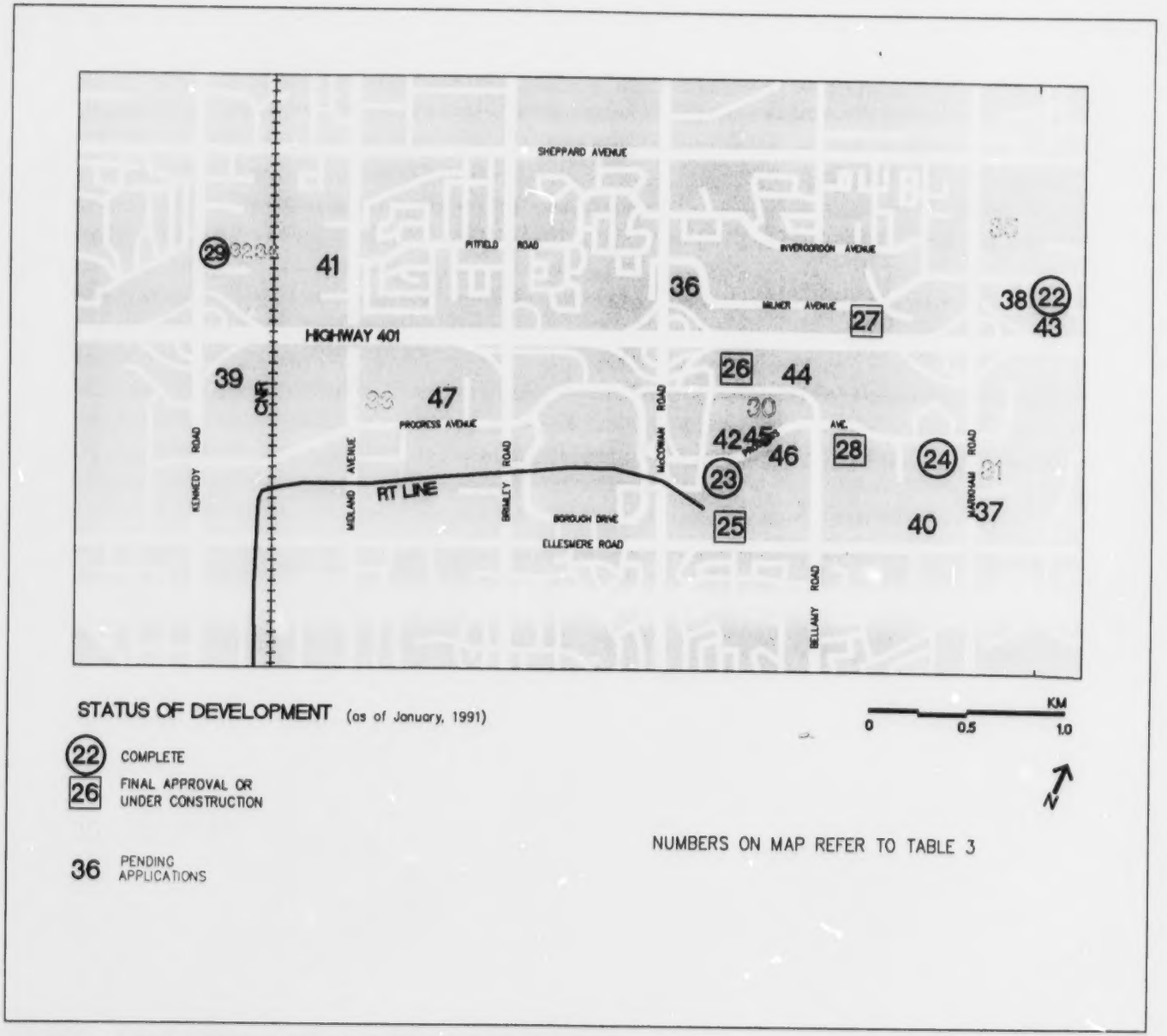


FIGURE 5: DEVELOPMENT ACTIVITY IN THE SURROUNDING AREA

2. TRAVEL INFORMATION: CORDON COUNTS AND TRANSIT RIDERSHIP

The travel component of the City Centre Monitoring Programme consists of information on how people travel to and from and through the City Centre Area by car and by transit.

The City Centre is well served by both roads and transit. Travel by both modes has steadily increased over the years. Much of the transportation infrastructure, which has been built in this area, was planned to serve the development of the City Centre. As the City Centre has developed more slowly than expected, the transportation capacity in this area is still under-utilized in general, although there are a few sections which experience congestion in the peak hours.

2.1 CITY CENTRE CORDON COUNTS

The City Centre Monitoring Programme includes annual cordon counts of vehicular traffic and transit ridership in the City Centre and the surrounding areas. The entire study area is divided into three cordons of four screenlines each. The Outer Cordon extends from Kennedy Road to Markham Road, with counts taken to the south of both Highway 401 and Ellesmere Road. The Central Cordon forms a loop around Progress Avenue and Borough Drive. The East Cordon, which is to the east of McCowan Road, was introduced in 1987 to monitor the traffic impacts of development in the area of the Consilium development. Figures 6 and 7 show the three cordons and their count stations.

The monitoring of vehicular and bus passenger traffic in the City Centre area has been in progress since 1982. Rapid transit passenger counts began in 1985, following the introduction of the SRT and the reorganization of feeder bus routes. The counts and percentage changes from the previous year are summarized on a station, screenline and cordon basis.

In June 1988 the Brimley Road overpass was opened to traffic across Highway 401. The 1988 Monitoring Report included counts which were taken before the overpass was opened. This report includes counts which reflect the impact of the opening of the overpass.

2.2 VEHICULAR TRAFFIC AND VOLUME TO CAPACITY ANALYSIS

Vehicle counts are conducted by Scarborough Works & Environment Department during the latter part of the spring season using Automatic Traffic Recorders (A.T.R.). The A.T.R. summaries are analyzed and form the basis for the traffic volumes shown on the figures and discussed in this report.

Peak period vehicle counts are performed between 7 a.m. and 9 a.m., and from 4 p.m. to 6 p.m. Peak hour vehicle counts relate to the hours with the highest volumes during the two peak periods. Percentage changes in volumes of vehicular traffic from the previous year are indicated along with the counts. Volume to capacity ratios, that are shown in the report, are based on normal traffic carrying capacities of arterial and collector roads and do not represent specific intersection analysis.

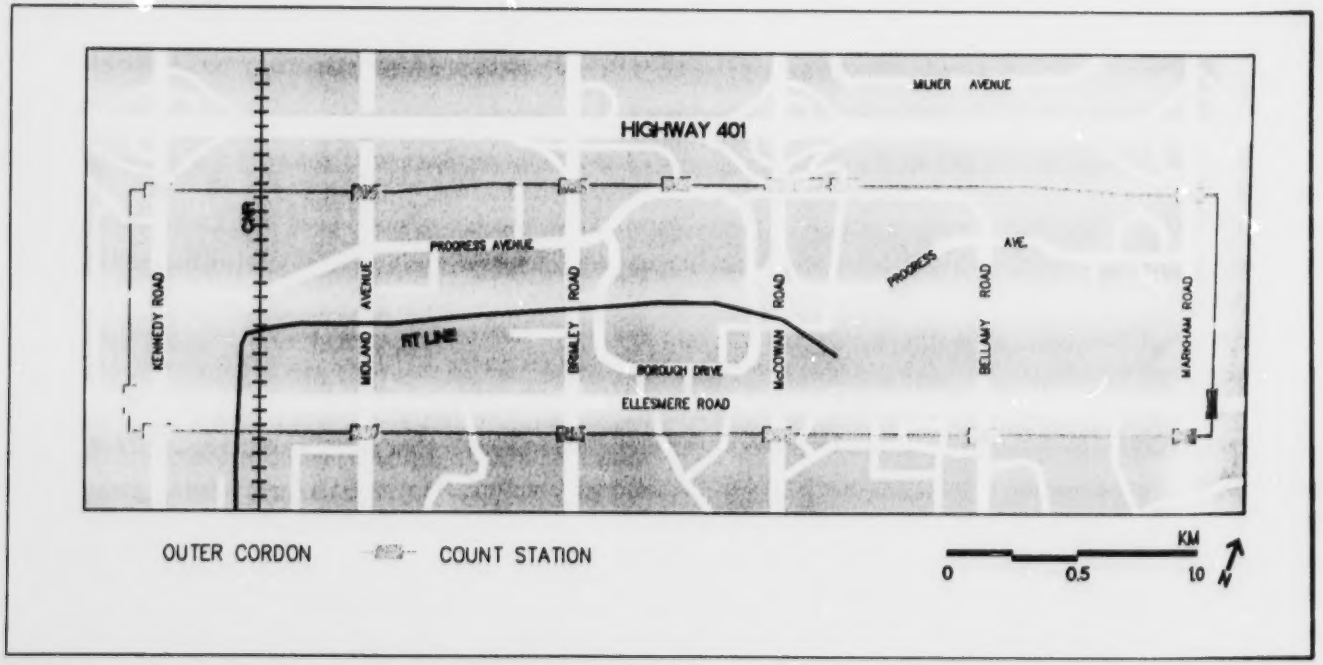


FIGURE 6: THE OUTER CORDON - STATIONS AND SCREENLINES

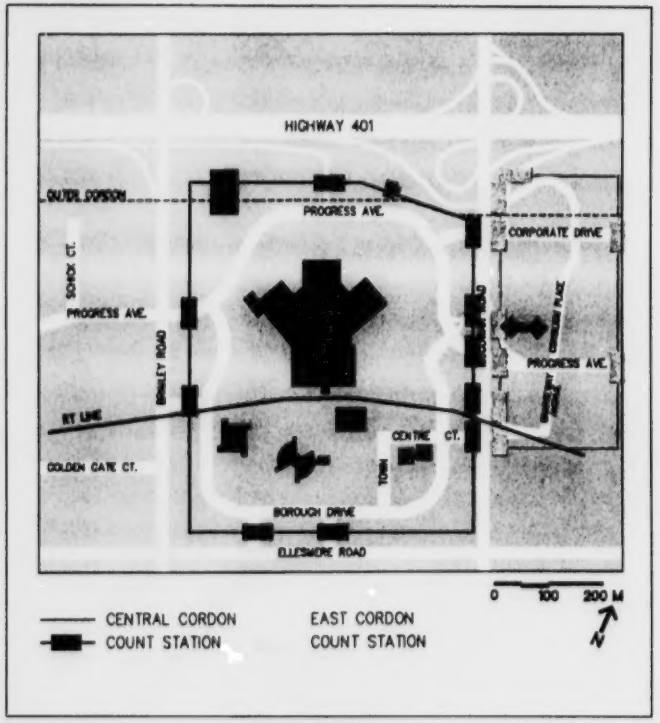


FIGURE 7: THE INNER CORDON - STATIONS AND SCREENLINES

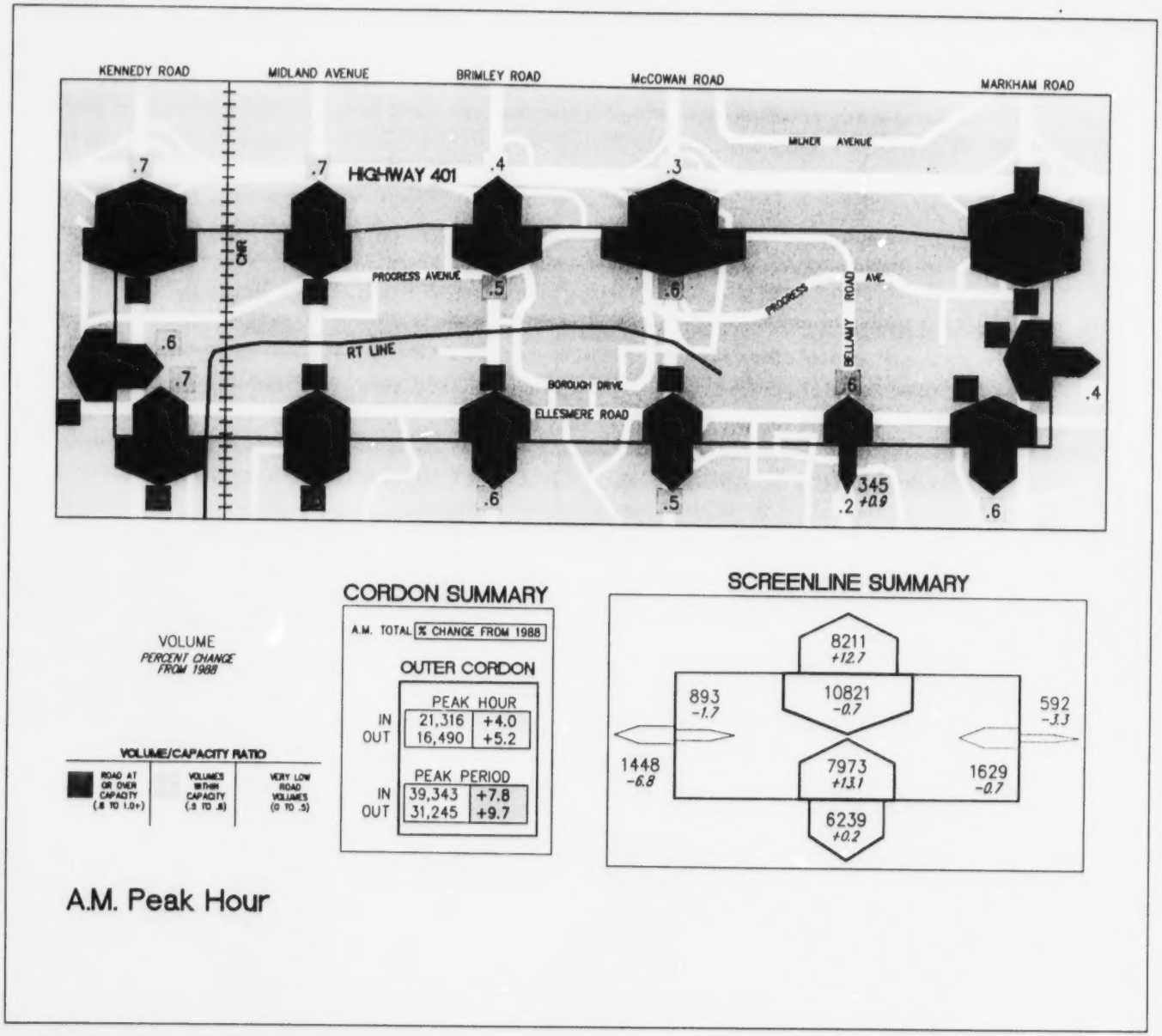
2.2.1 Outer Cordon

The Outer Cordon summaries for 1989 (Figures 8 and 9), indicate significant increases of 4-12% in total traffic crossing in both the a.m. and p.m. peak hours and peak periods, as compared to the corresponding volumes measured in 1988.

In the a.m. peak hour, the increase in northbound volumes crossing both the north and south screenlines is about 13%. In the p.m., the increase is 11% southbound and 8 - 11% northbound over both screenlines. The 1988-89 increase is primarily on Brimley Road, which was opened for through traffic, north of Highway 401, in June 1988. (The counts for the 1988 Monitoring Report were taken prior to the opening.) The other north-south roads had, for the most part, either nominal growth or decreases in traffic. No significant increase in employment or office occupancy has been noted within the Outer Cordon, and therefore the increase in traffic can be attributed to an increase in or a redistribution of through trips, without origin or destination in the area, diverted to Brimley Road.

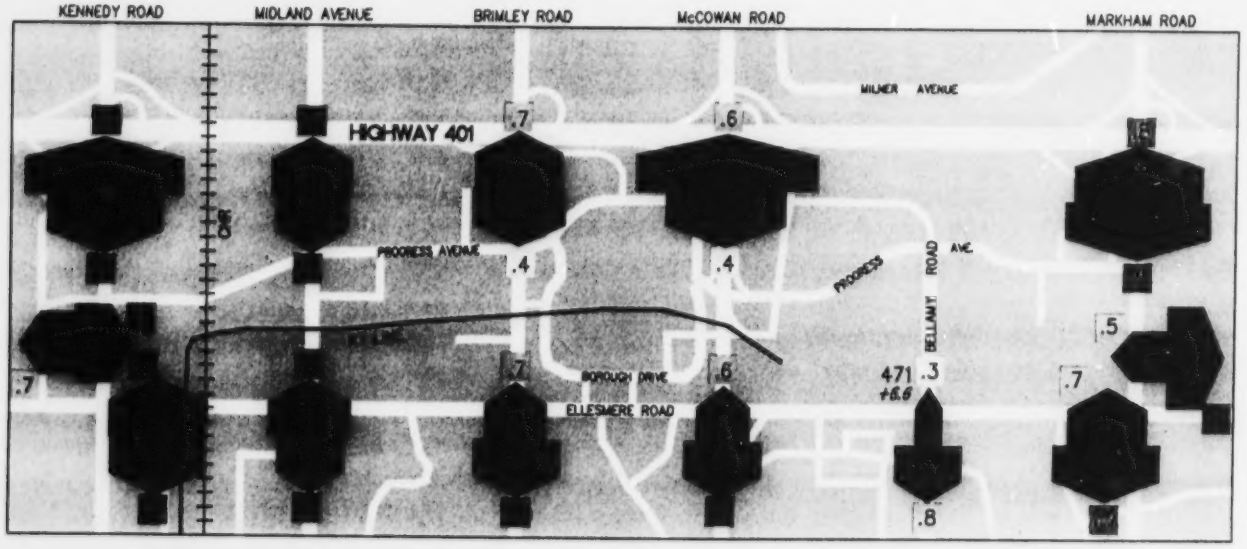
The 1990 counts (Figures 10 & 11) indicate little change from the 1989 counts on a cordon basis. A decrease of about 7%, was noted for the a.m. peak hour inbound traffic, while increases of 4-5% were recorded for the inbound traffic in the p.m. peak hour and peak period. The individual station counts for the p.m. peak hour indicate significant increases of 12 to 25% for southbound traffic across the north screenline, with an overall screenline change of about 18%.

The extension of the Highway 401 collector lanes easterly, beyond Neilson Road, is under construction. This widening of Highway 401 will provide increased capacity for east-west traffic flows. It will be interesting to see the resultant effect, if any, on the City Centre road network. In particular, one might expect to see a shift away from Ellesmere Road, and a greater emphasis on trips to and from Highway 401.



A.M. Peak Hour

FIGURE 8: OUTER CORDON - VEHICULAR TRAFFIC - 1989



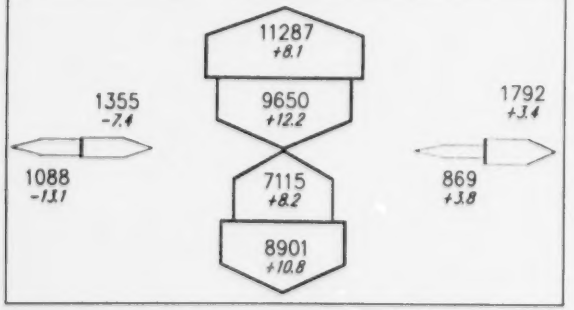
VOLUME/CAPACITY RATIO

ROAD AT OR OVER CAPACITY (.8 TO 1.0+)	VOLUMES WITHIN CAPACITY (.5 TO .8)	VERY LOW ROAD VOLUMES (0 TO .5)

CORDON SUMMARY

P.M. TOTAL		% CHANGE FROM 1988
PEAK HOUR		
IN	18,989	+8.6
OUT	23,068	+7.5
PEAK PERIOD		
IN	36,338	+12.2
OUT	43,502	+8.1

SCREENLINE SUMMARY



P.M. Peak Hour

FIGURE 9: OUTER CORDON - VEHICULAR TRAFFIC - 1989

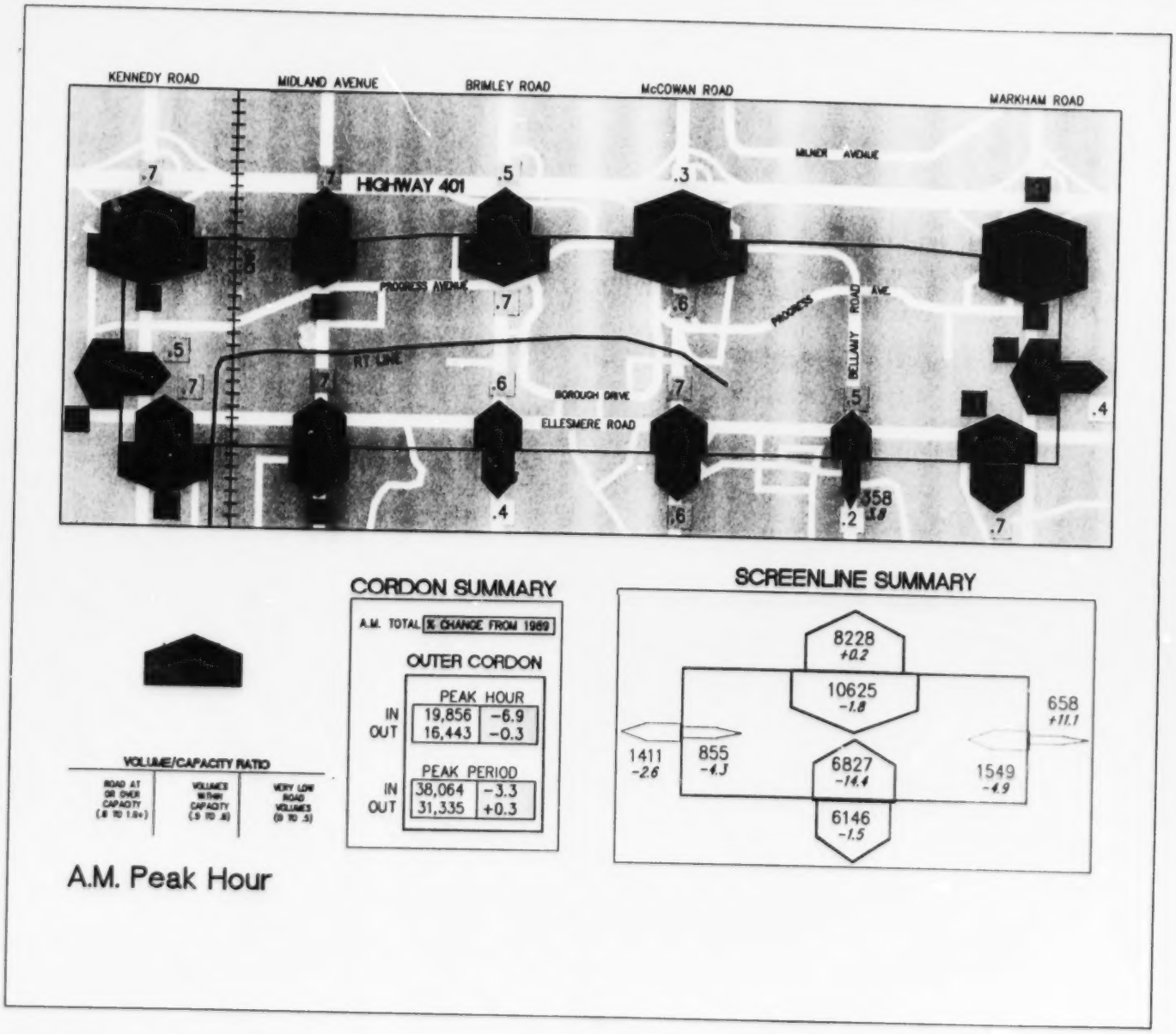
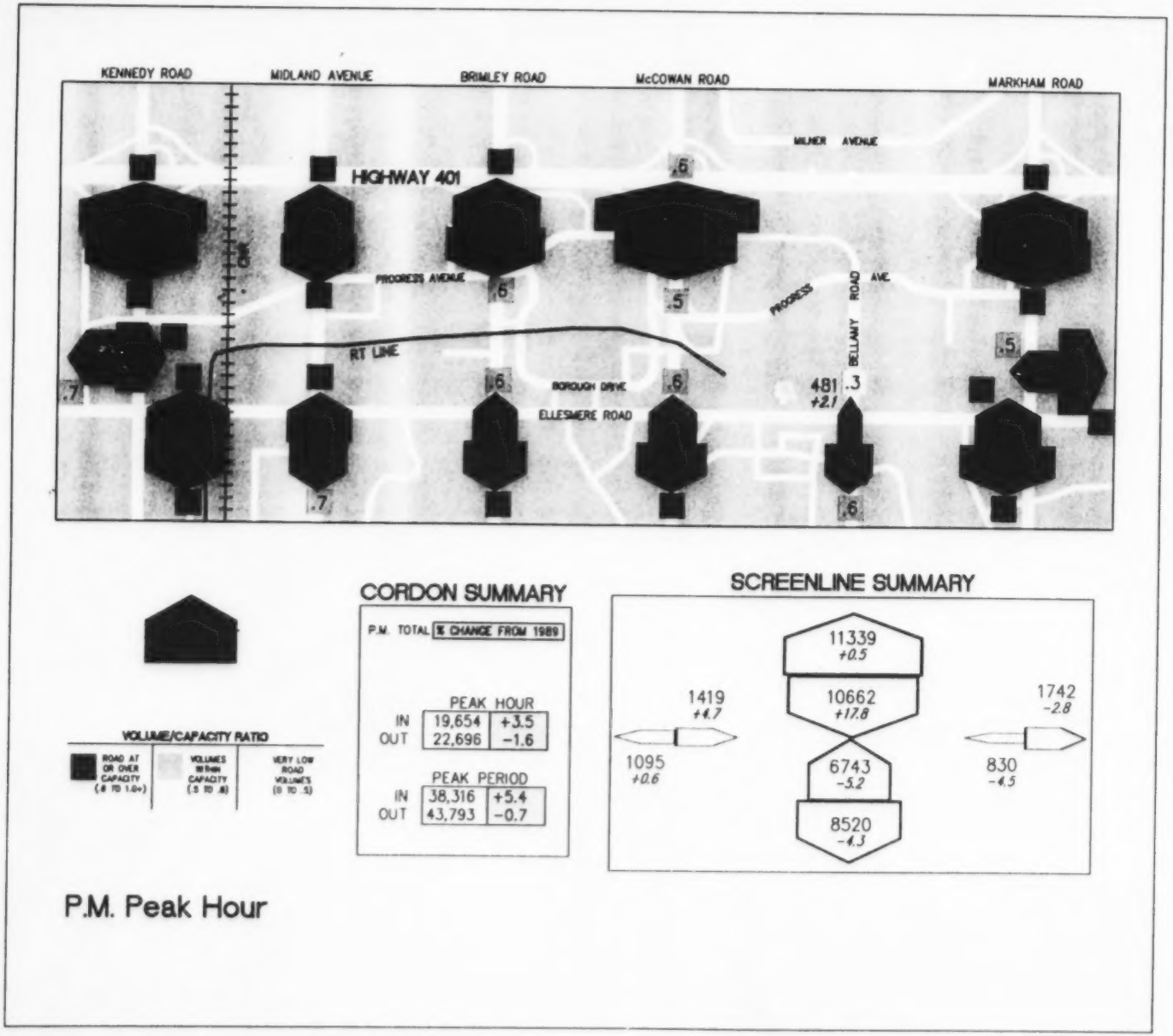


FIGURE 10: OUTER CORDON - VEHICULAR TRAFFIC - 1990



P.M. Peak Hour

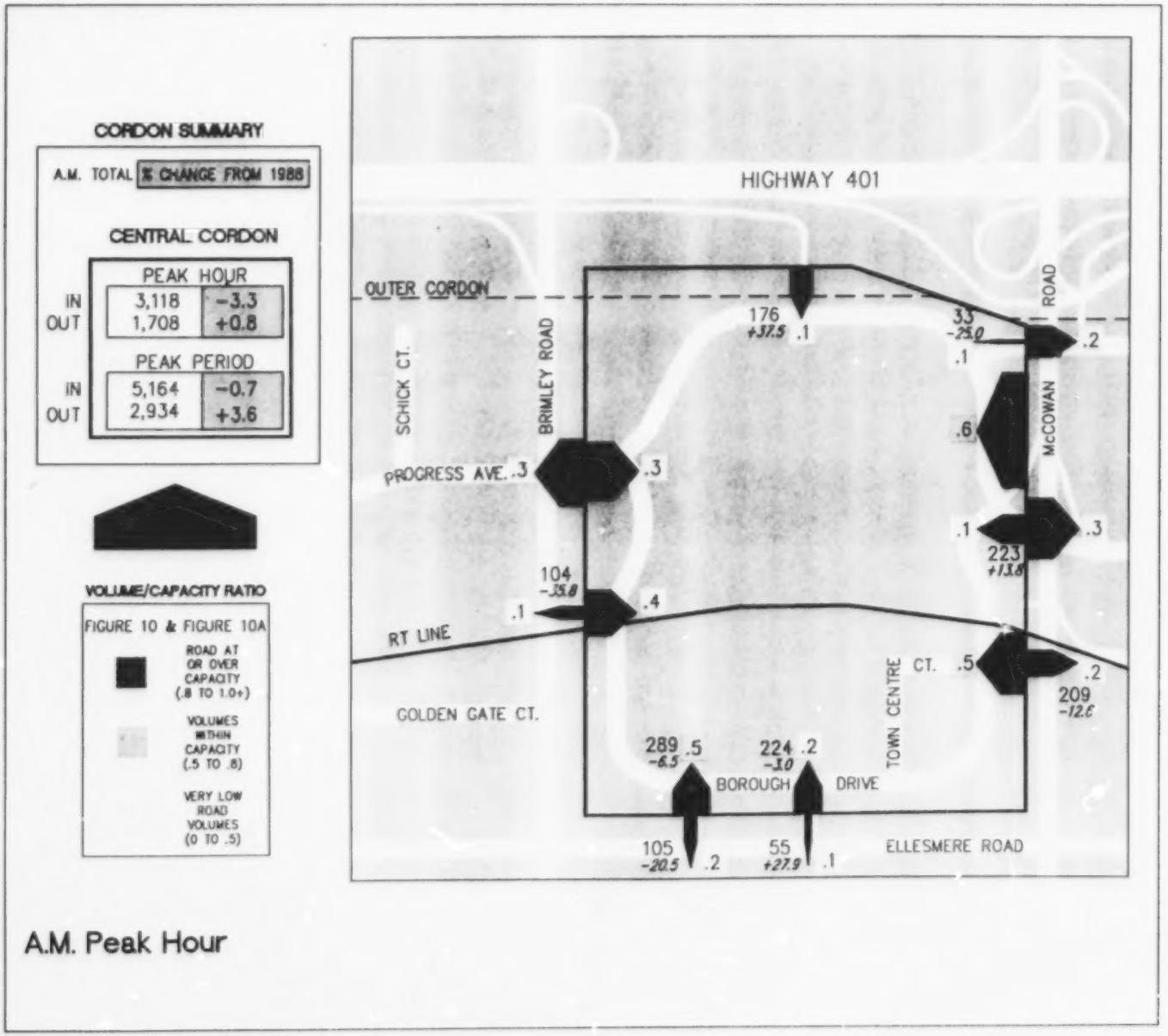
FIGURE 11: OUTER CORDON - VEHICULAR TRAFFIC - 1990

2.2.2 Inner Cordon

In 1989 traffic crossing the Central and East Cordons in the a.m. peak hour (Figures 12 & 12A) remained at about the same level as in 1988. P.m. peak hour traffic across the Central Cordon (Figure 13) increased by 12-15% inbound and about 7% outbound. The points of greatest increases were inbound at the Highway 401 off-ramp to Progress Avenue and outbound at Progress Avenue and Brimley Road. These changes, combined with the opening of Brimley Road northbound, could be reflective of the demand for access from Highway 401 to Brimley Road north of Highway 401.

Across the East Cordon there was also little change except for an increase of about 14% for a.m. outbound traffic.

The 1990 traffic counts (Figures 14, 14A, 15 & 15A) generally indicated increases from 1989 in both the a.m. and p.m. periods. However, across the East Cordon traffic decreased slightly for the a.m. inbound movement and increased 8-10% for the outbound. In the p.m., traffic increased 18-21% for the inbound and decreased about 8% for the outbound. It is not possible to draw any firm conclusion from the counts which would explain these changes.



A.M. Peak Hour

FIGURE 12: CENTRAL CORDON - VEHICULAR TRAFFIC - 1989

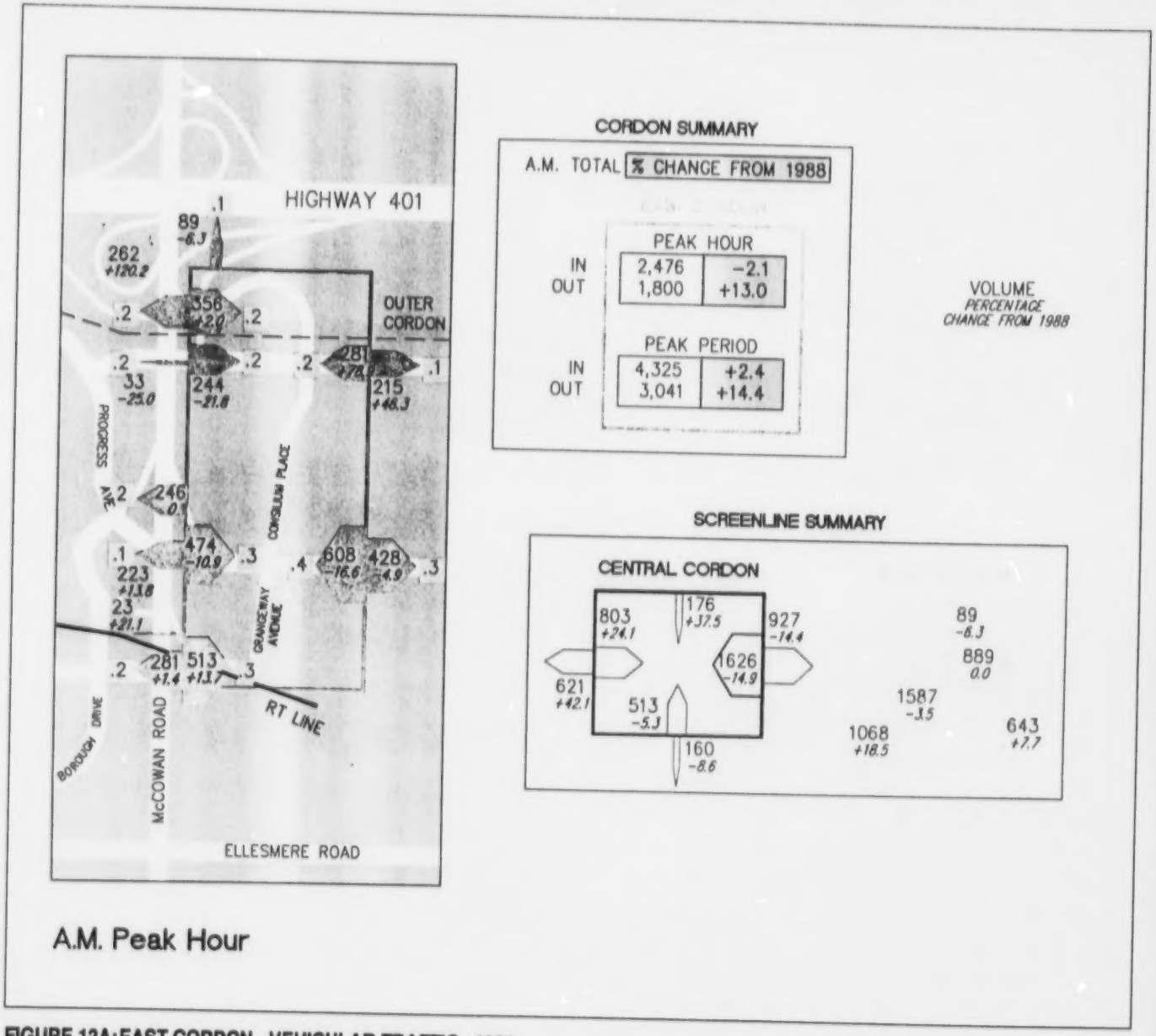
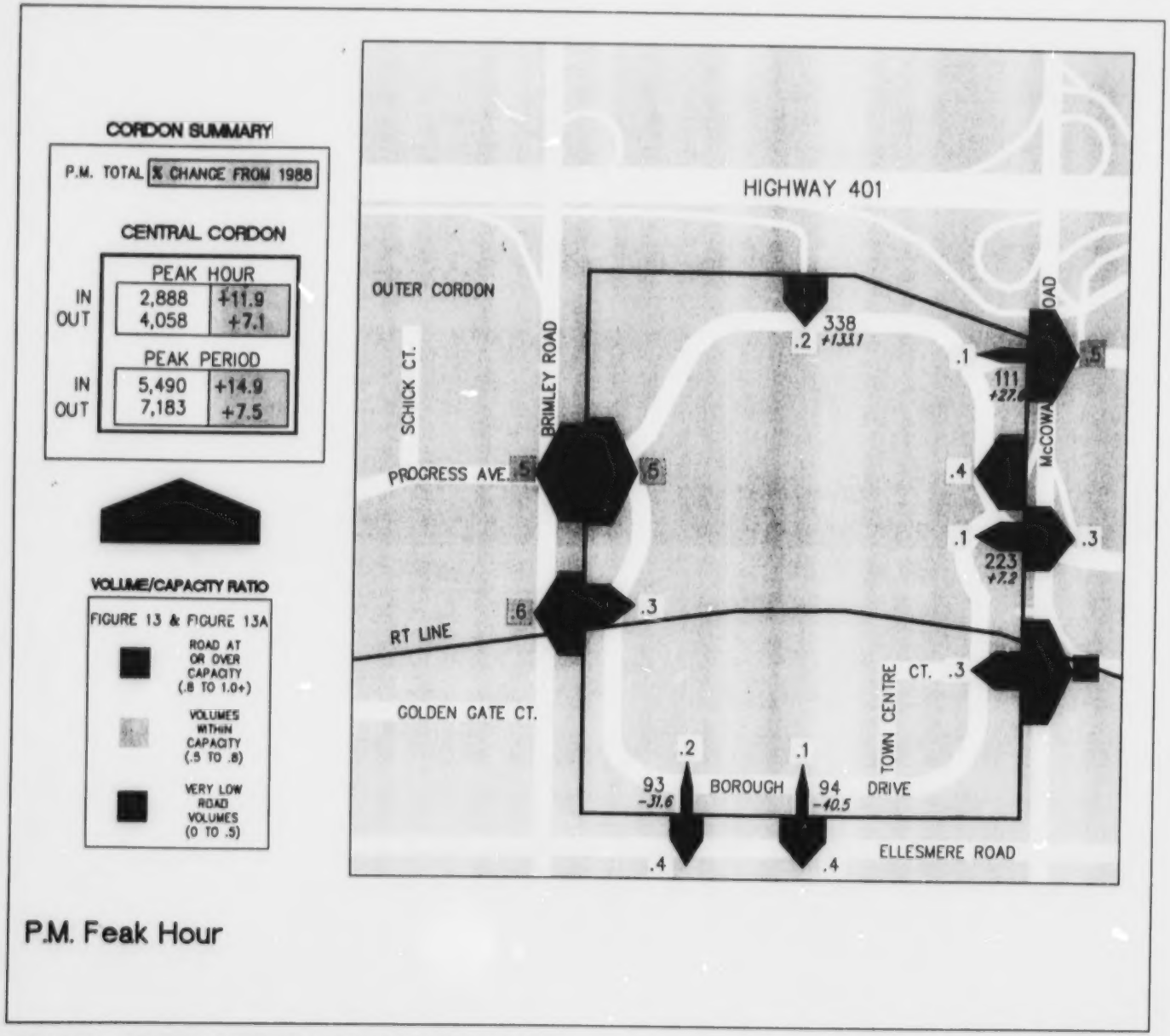
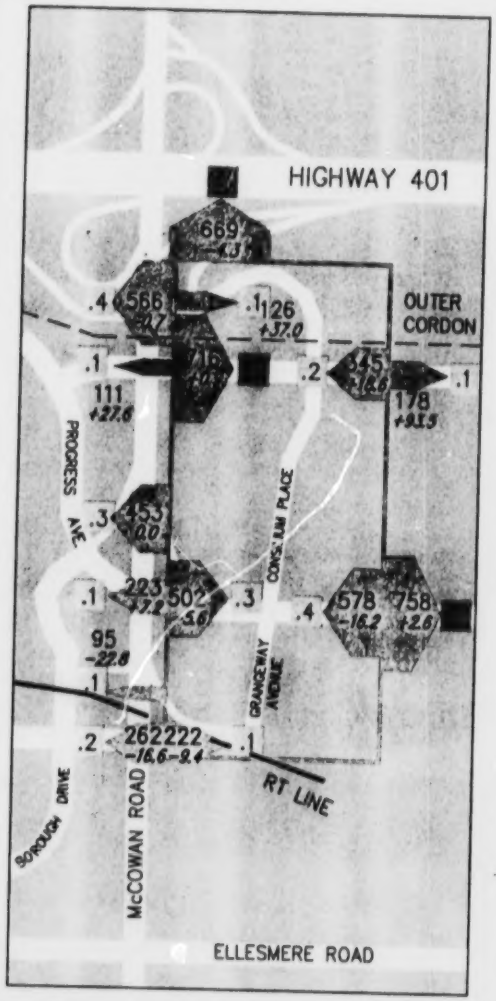


FIGURE 12A: EAST CORDON - VEHICULAR TRAFFIC - 1989



P.M. Peak Hour

FIGURE 13: CENTRAL CORDON - VEHICULAR TRAFFIC - 1989



P.M. Peak Hour

CORDON SUMMARY

P.M. TOTAL		% CHANGE FROM 1988
EAST CORDON		
PEAK HOUR		
IN	2,489	-2.8
OUT	3,315	+0.9
PEAK PERIOD		
IN	4,441	-1.2
OUT	5,897	+3.7

VOLUME
PERCENTAGE CHANGE FROM 1988

SCREENLINE SUMMARY

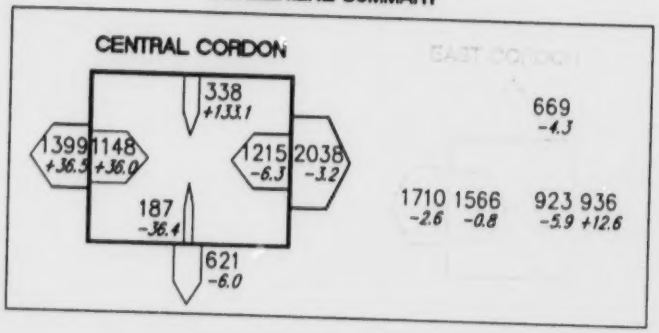


FIGURE 13A: EAST CORDON - VEHICULAR TRAFFIC - 1989

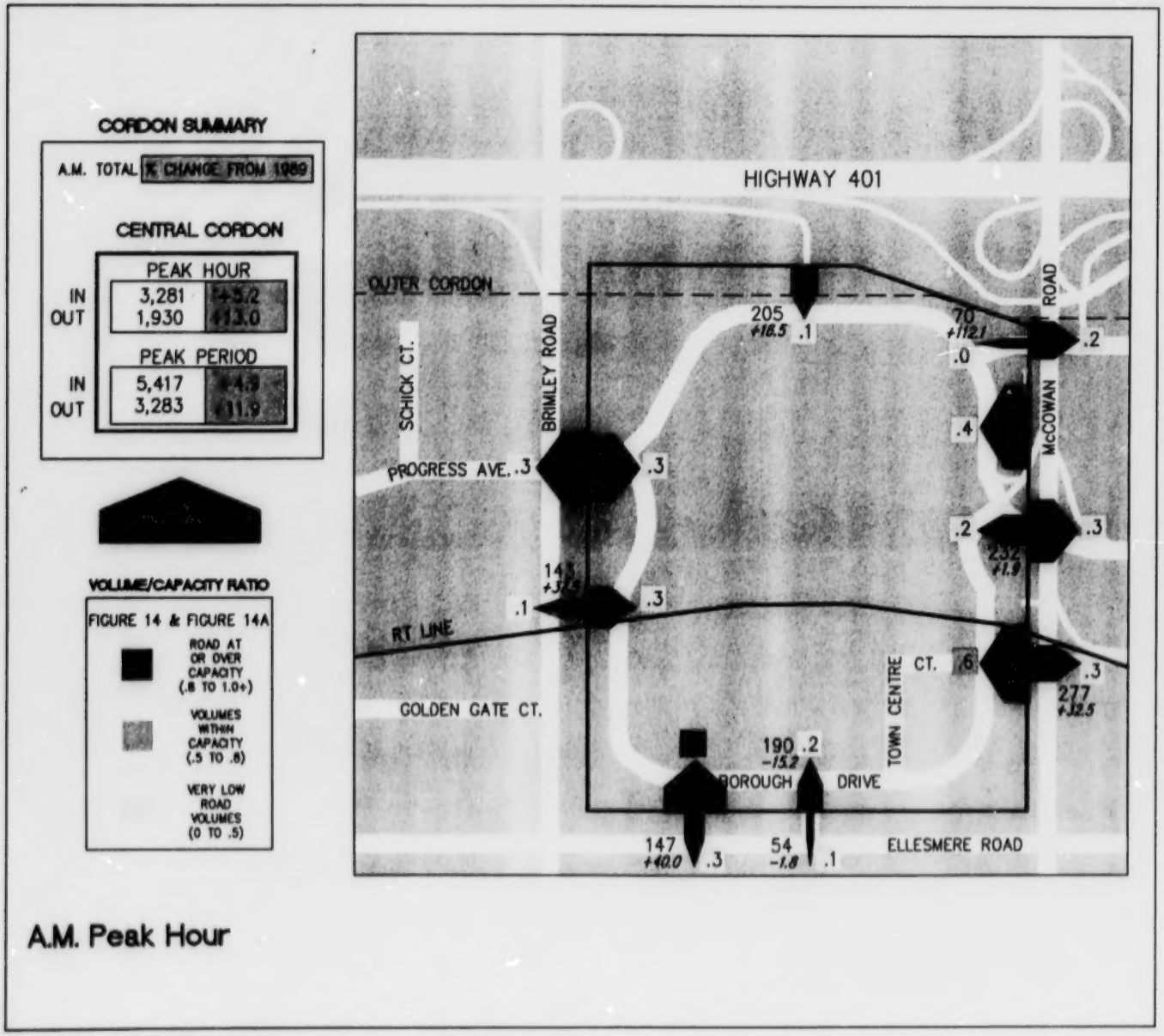
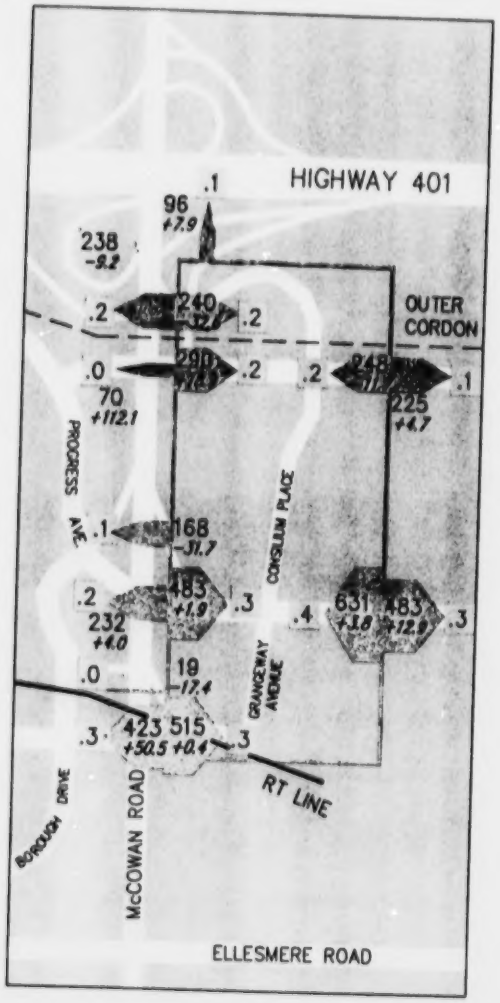


FIGURE 14: CENTRAL CORDON - VEHICULAR TRAFFIC - 1990



A.M. Peak Hour

CORDON SUMMARY

A.M. TOTAL		% CHANGE FROM 1989
EAST CORDON		
PEAK HOUR		
IN	2,407	-2.8
OUT	1,954	+8.6
PEAK PERIOD		
IN	4,189	-3.1
OUT	3,350	+10.2

VOLUME
PERCENTAGE CHANGE FROM 1989

SCREENLINE SUMMARY

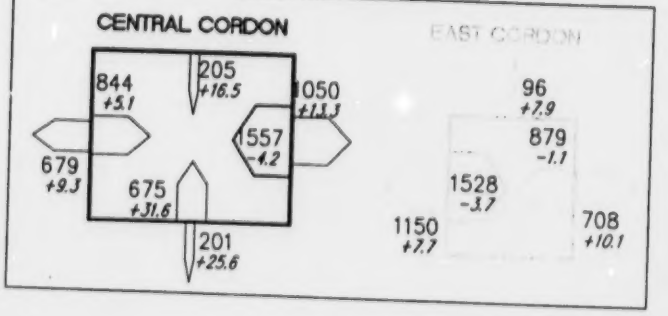
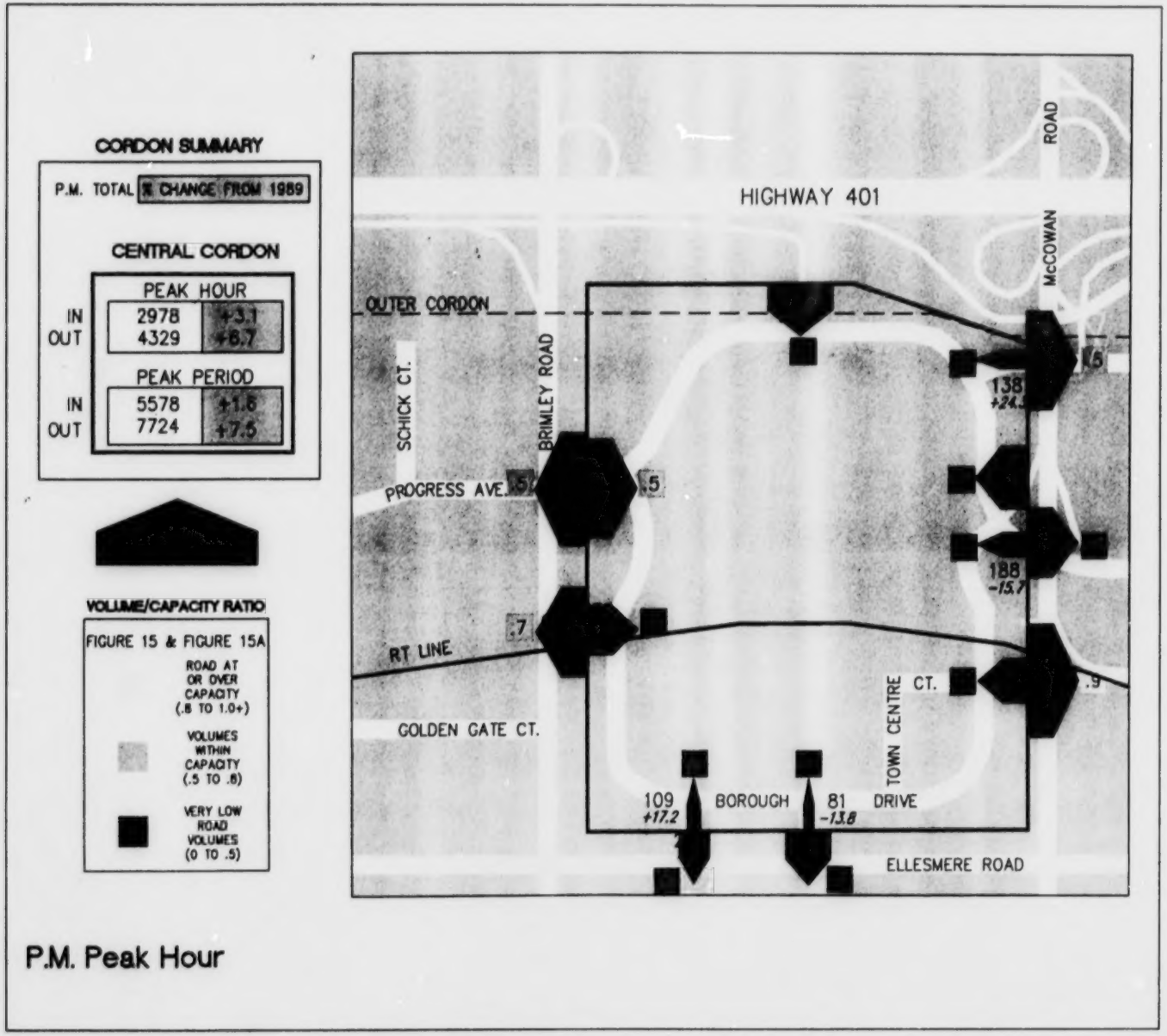


FIGURE 14A: EAST CORDON - VEHICULAR TRAFFIC - 1990



P.M. Peak Hour

FIGURE 15: CENTRAL CORDON - VEHICULAR TRAFFIC - 1990

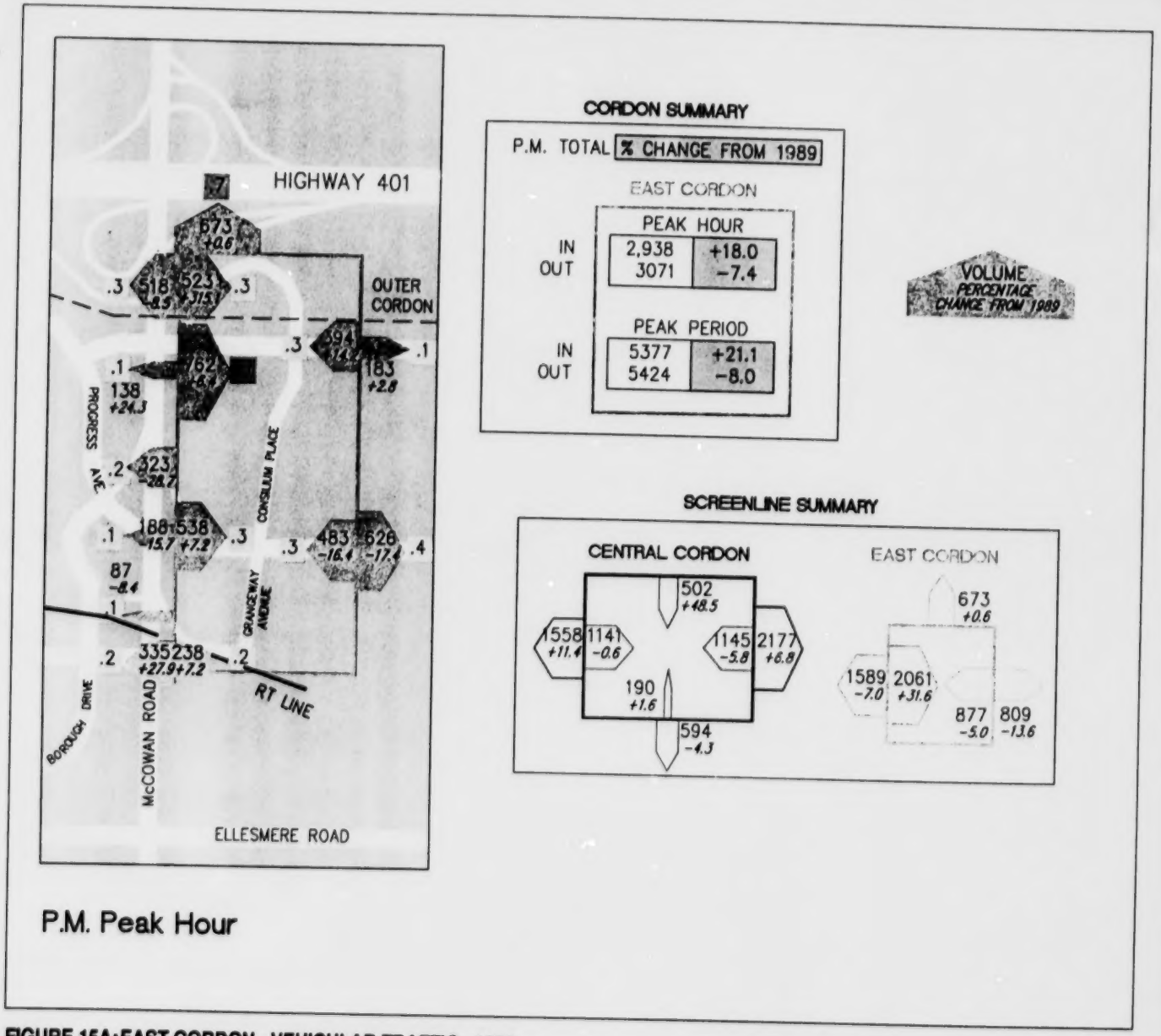


FIGURE 15A: EAST CORDON - VEHICULAR TRAFFIC - 1990

2.3 TRANSIT RIDERSHIP

The City Centre is well served by transit. The SRT has two stations in the City Centre: Scarborough Centre and McCowan. The Scarborough Centre Station is served by 11 TTC bus routes and 2 GO Transit commuter routes (Figure 1) and it also has connections to other intercity routes. Since August 1988, the turn-around loop at the Kennedy station has been reconstructed. The new single track platform arrangement eliminates the turn-around at the Kennedy Station and has provided much needed additional capacity.

The transit counts used in this report are from the regular TTC data collection programmes. The 1989 ridership bus counts are from one-day on-board passenger counts conducted in late 1988 and early 1989.

The on-board bus passenger counts were not available for early 1990, however, due to the work slow-down in late 1989. Peak point heavy-way counts have been obtained for 1989 and 1990. A comparison of these counts at the City Centre is presented in Table 4.

Bus ridership counts are for 3 hour peak periods from 6 a.m. to 9 a.m. and 4 p.m. to 7 p.m. Peak hour counts relate to the hours with the highest ridership within the peak periods. Percentage changes from 1988 are indicated along with the counts for 1989.

The figures for SRT passengers are based on a combination of on-board counts between Ellesmere and Midland stations and the 1989 Station Platform Usage Counts by TTC.

2.3.1 Outer Cordon (Figures 17 and 18)

The number of transit passengers crossing the outer cordon increased from 1988 to 1989. The increases of 7% in the p.m. peak hour, for both directions, were the most significant.

2.3.2 Inner Cordon (Figures 19 and 20)

The transit ridership across the Inner Cordon increased between 1988 and 1989. In the a.m. peak period the change for the inbound was 7% while in the p.m. peak period the increase was almost 12%. Outbound volumes also increased 3-4%.

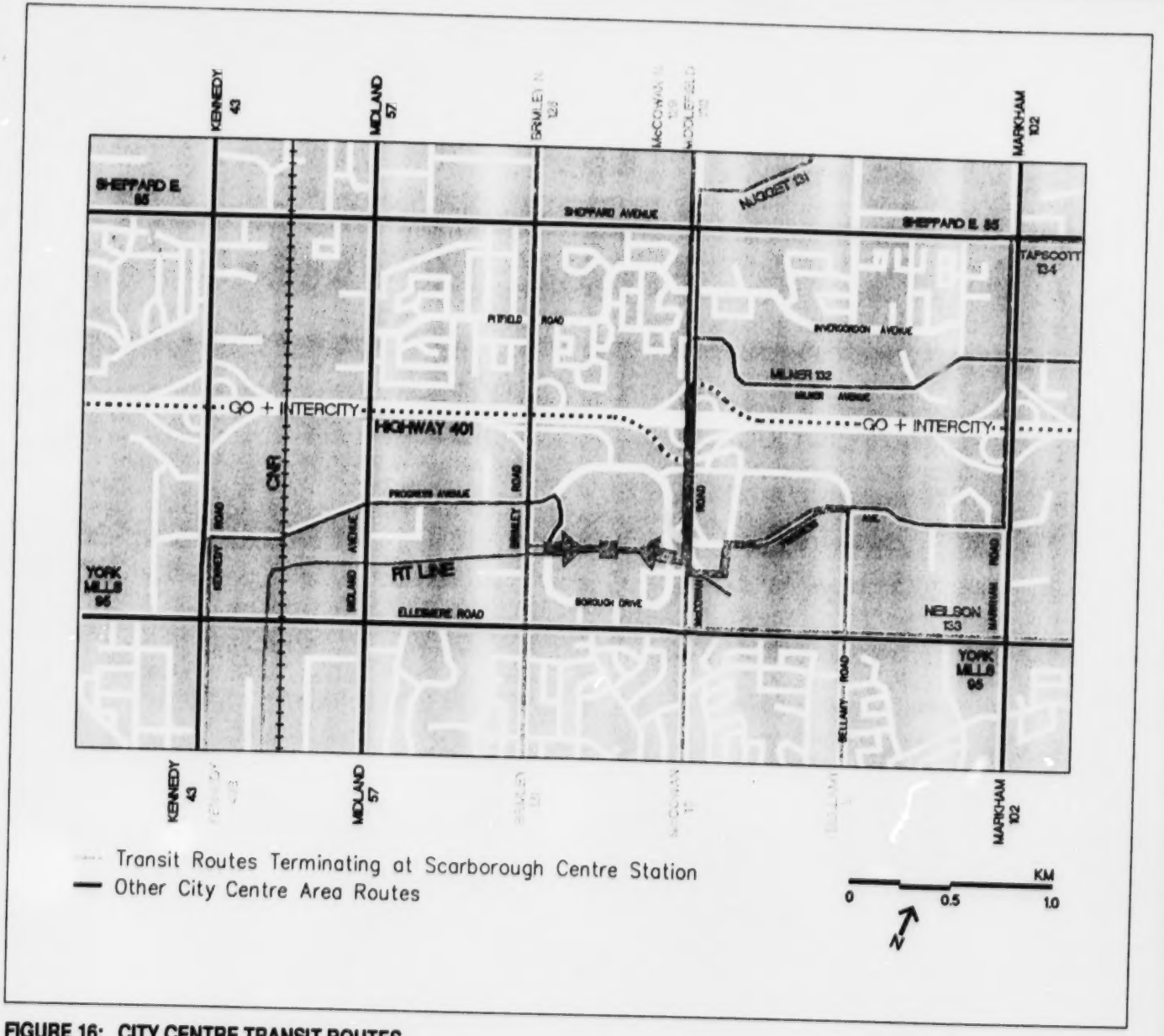


FIGURE 16: CITY CENTRE TRANSIT ROUTES

Surface Transit Counts
Peak Point at Scarborough Centre
Heavy Way Only

AM PEAK PERIOD					
1989		1990		Peak Hour	Peak Period
Pk. Hr.	7-9	Pk. Hr.	7-9	% Change	% Change
2445	3614	2983	4176	22.0%	15.6%

PM PEAK PERIOD					
1989		1990		Peak Hour	Peak Period
Pk. Hr.	4-6	Pk. Hr.	4-6	% Change	% Change
2314	3195	2124	3269	-8.2%	2.3%

TABLE 4: 1989 AND 1990 SURFACE TRANSIT COUNTS AT SCARBOROUGH CENTRE

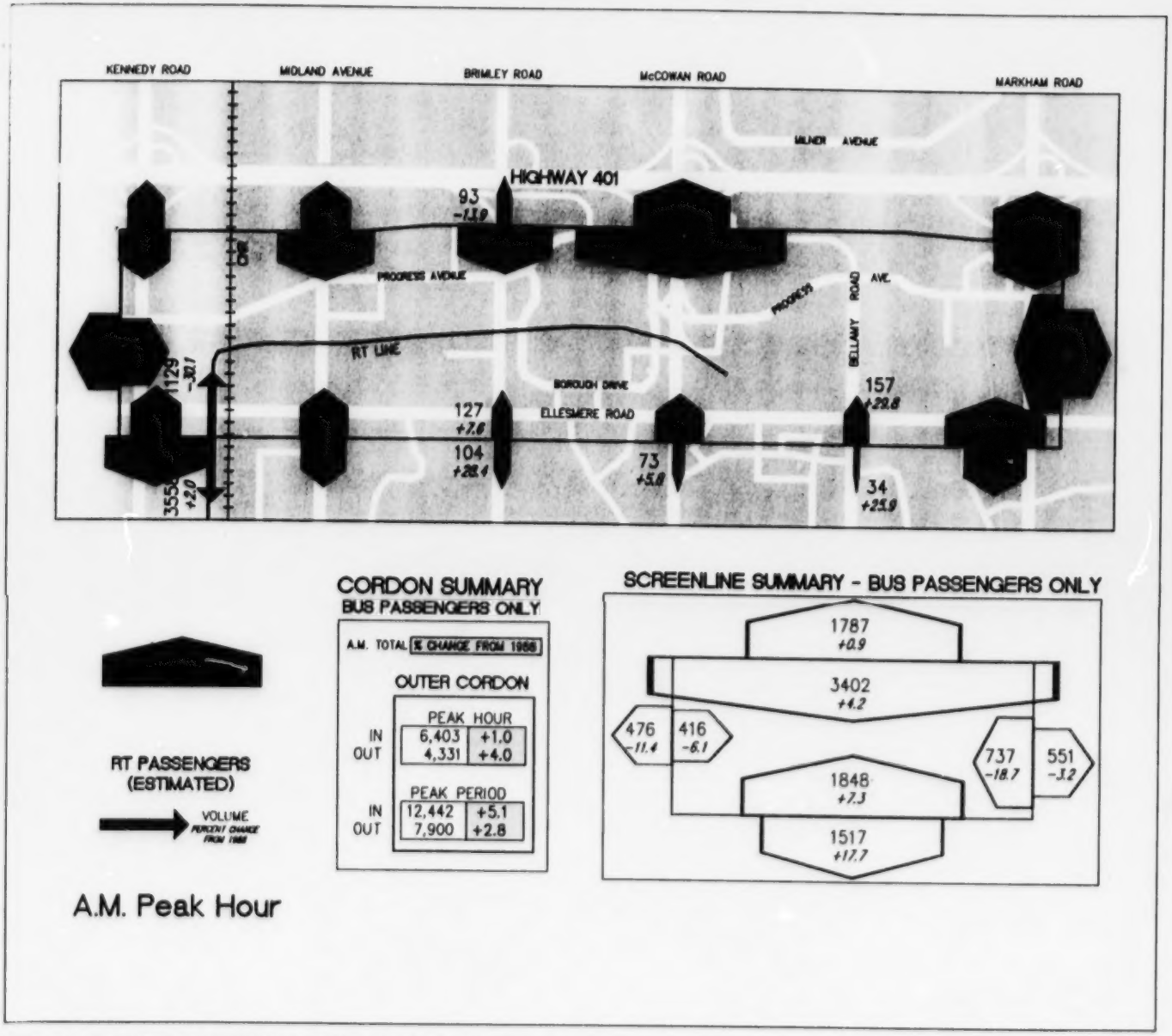


FIGURE 17: OUTER CORDON - TRANSIT PASSENGERS - 1989

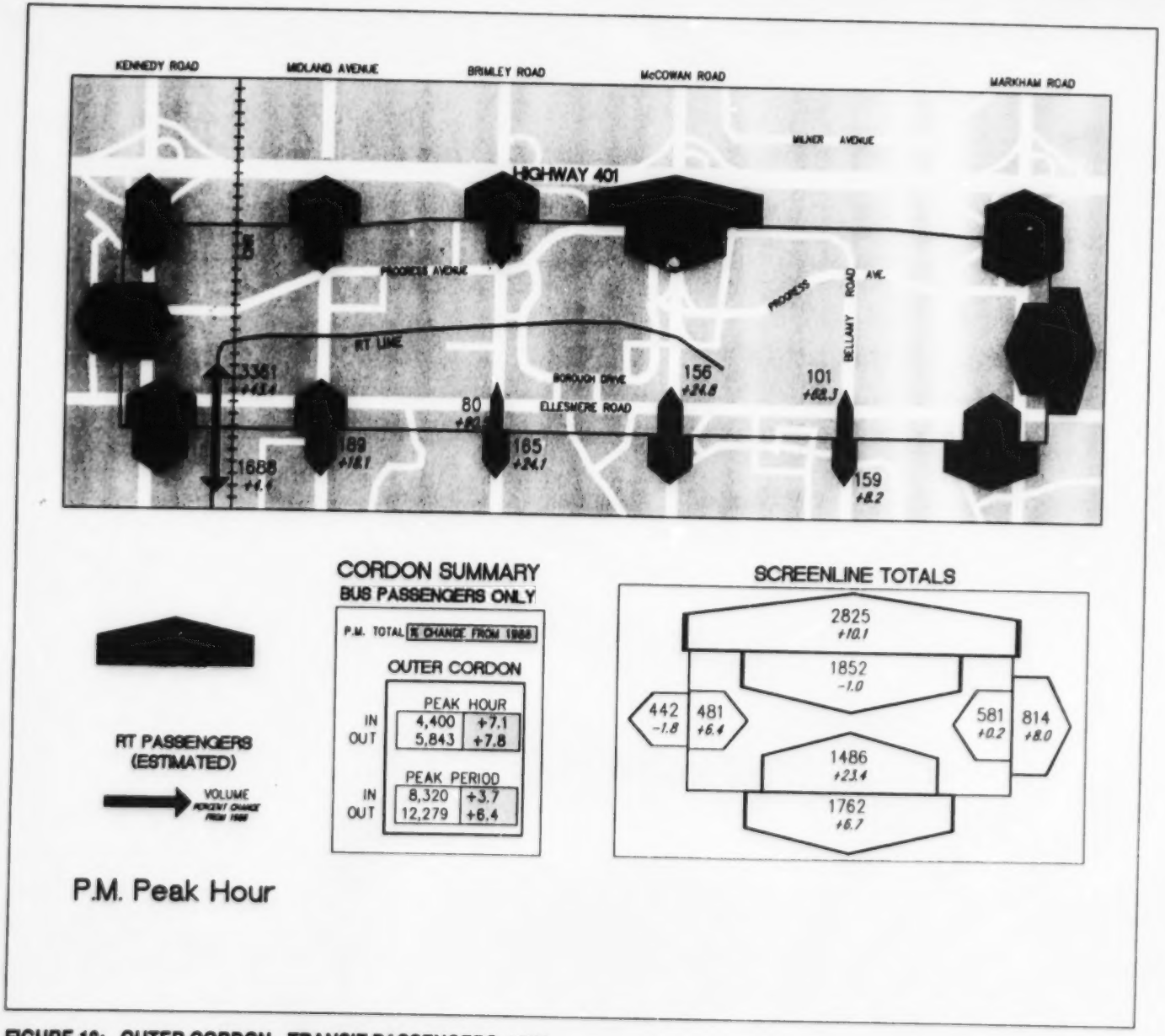
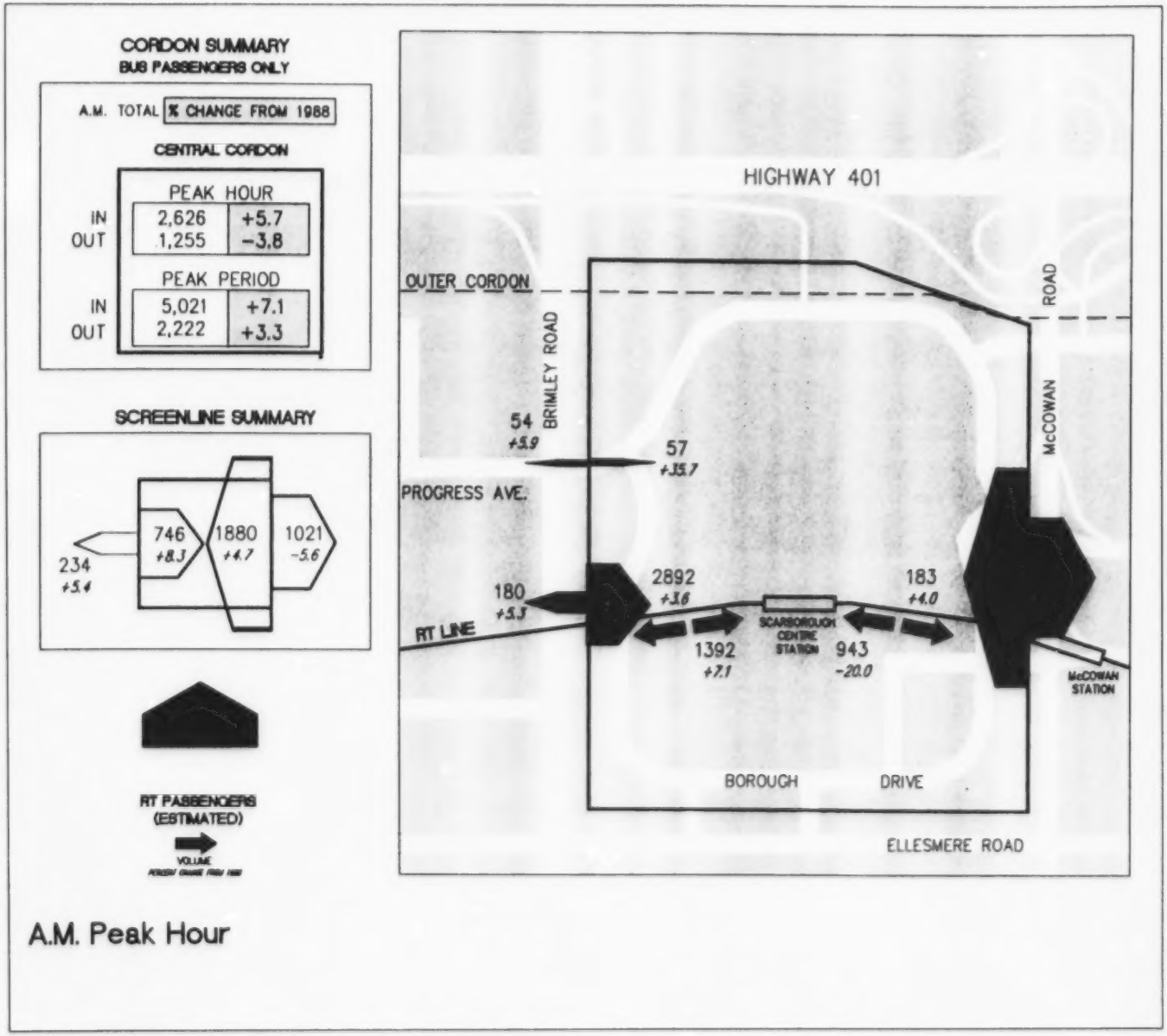
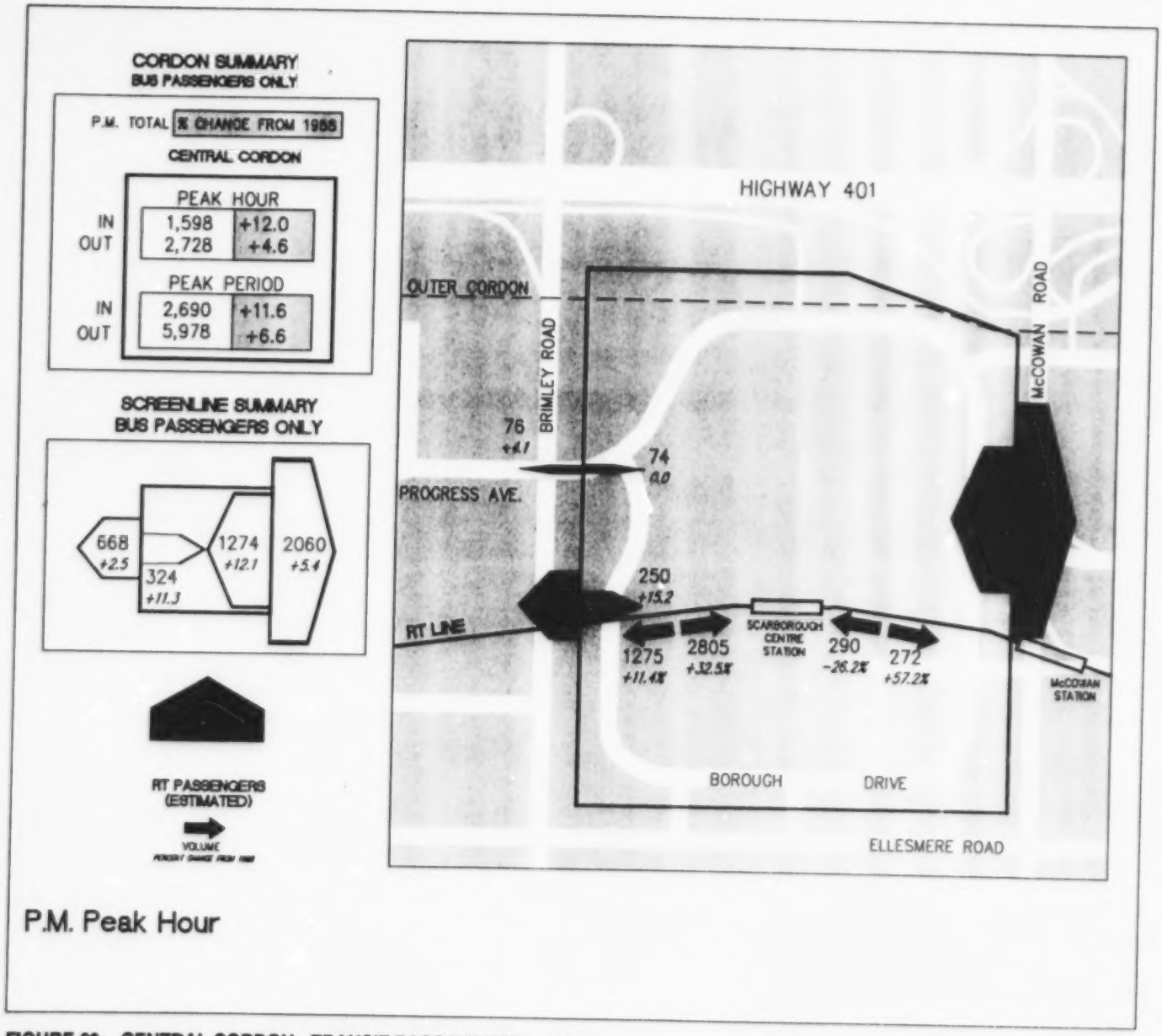


FIGURE 18: OUTER CORDON - TRANSIT PASSENGERS- 1989



A.M. Peak Hour

FIGURE 19: OUTER CORDON - TRANSIT PASSENGERS - 1989



P.M. Peak Hour

FIGURE 20: CENTRAL CORDON - TRANSIT PASSENGERS - 1989

2.4 HIGHWAY 401 INTERCHANGES

(Figures 21 To 24)

As part of the monitoring programme, A.T.R. counts are taken on all ramps of Highway 401 interchanges within the study area, including the two new ramps at the Brimley interchange. The impact on nearby interchanges of diversion of traffic to the Brimley Road south ramp cannot be precisely isolated. However, it can be observed from the 1989 counts (Figures 21 & 22) that the p.m. peak hour traffic on Kennedy Road south and McCowan Road south off-ramps decreased from 1988. The traffic on the Progress Avenue off-ramp, which dropped substantially immediately after the Brimley Road ramp was opened, increased in 1989 and 1990, with the 1990 p.m. traffic surpassing the 1987 level.

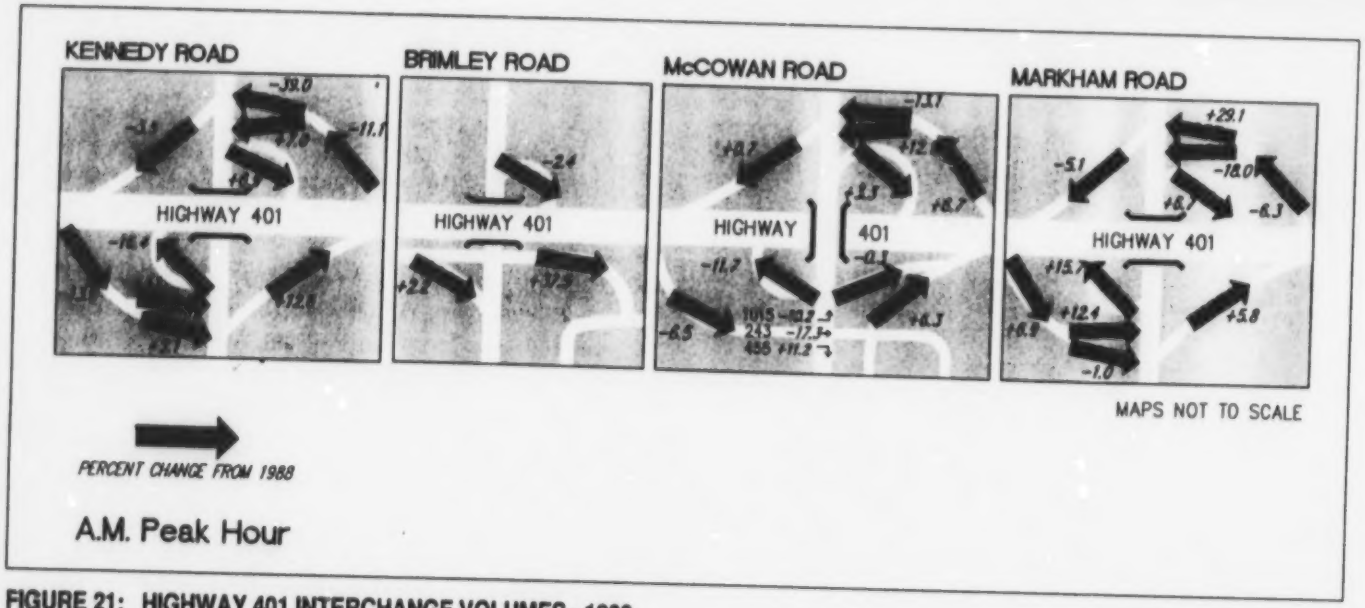


FIGURE 21: HIGHWAY 401 INTERCHANGE VOLUMES - 1989

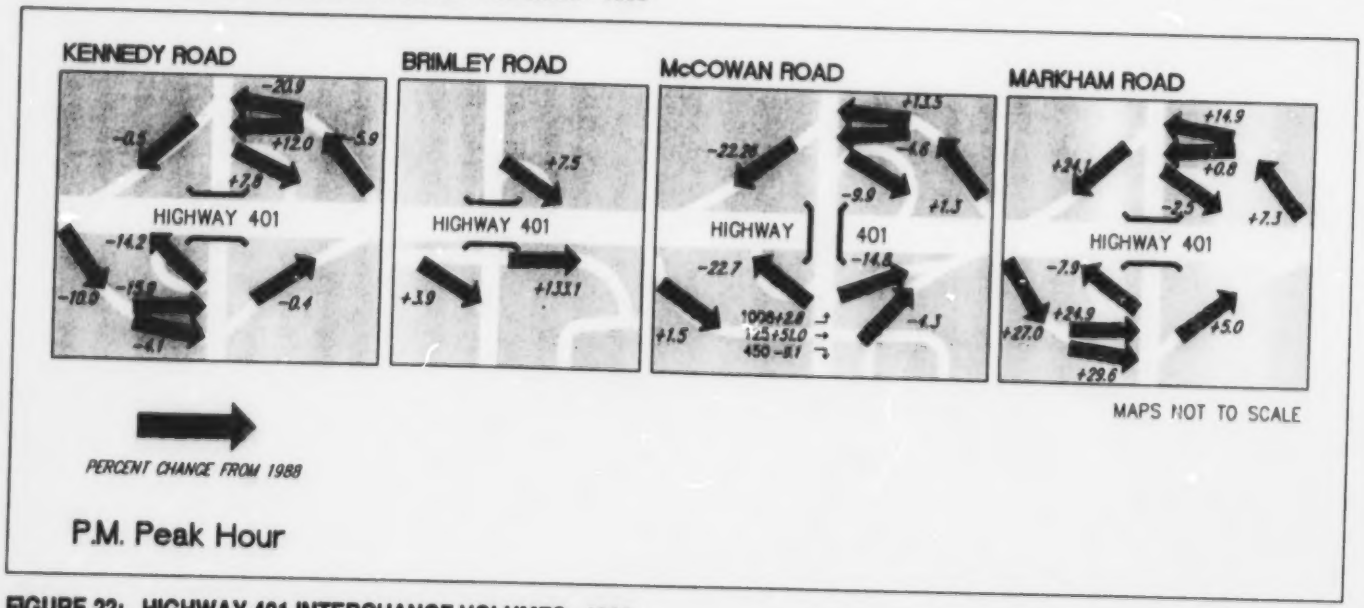


FIGURE 22: HIGHWAY 401 INTERCHANGE VOLUMES - 1989

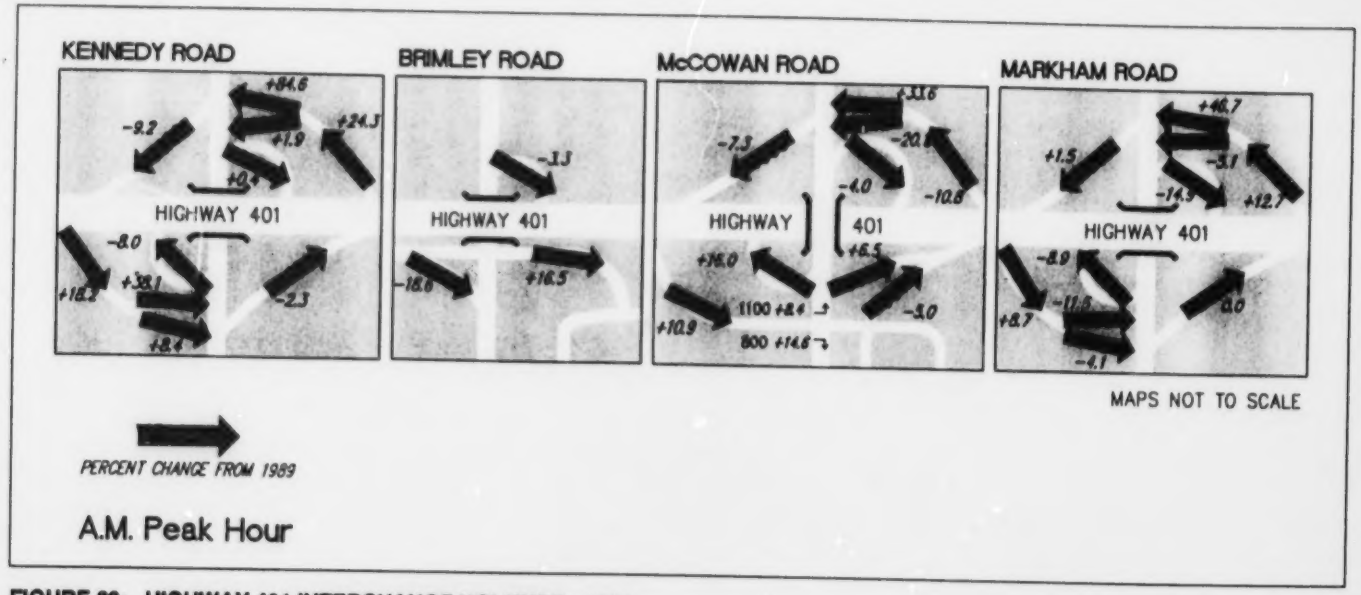


FIGURE 23: HIGHWAY 401 INTERCHANGE VOLUMES - 1990

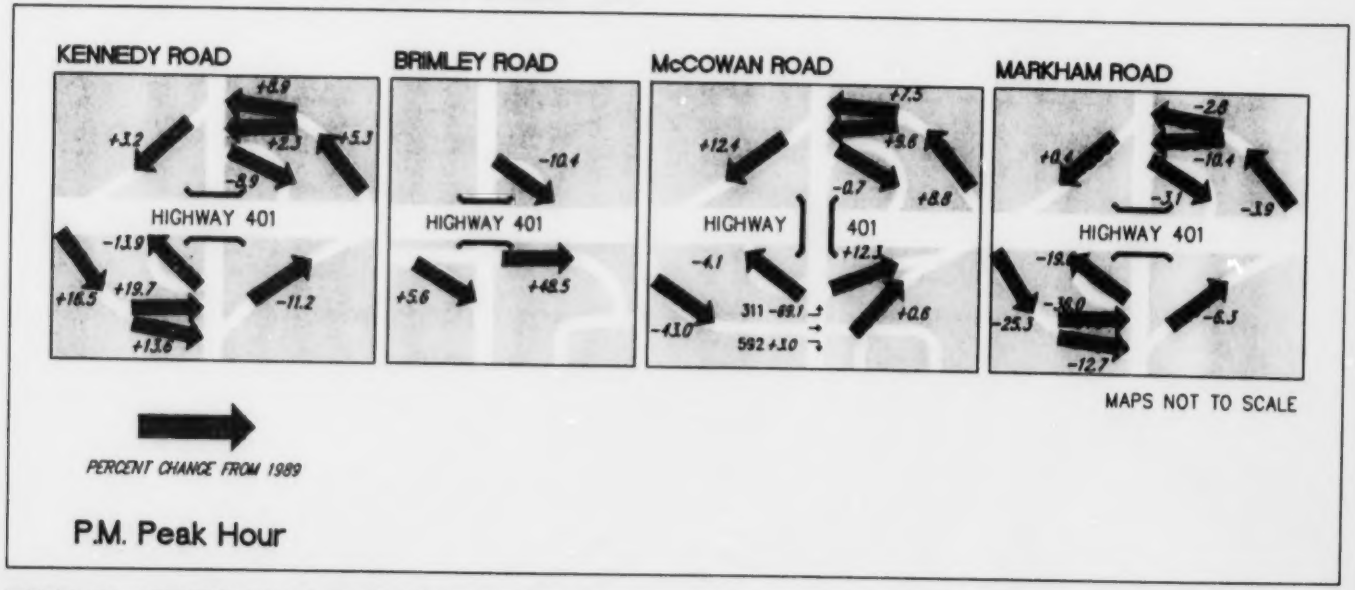


FIGURE 24: HIGHWAY 401 INTERCHANGE VOLUMES - 1990

3. OFFICE EMPLOYEE TRAVEL INFORMATION

The information presented here is based on the Employee Travel Survey of the office employees in the City Centre conducted in 1987 and it is re-printed from the 1987 Monitoring report. A total of 6,815 questionnaires (Figure 25) was distributed; 4,294 responses were received giving a response rate of 63%. Individual building response rates ranged between 82% and 60%. The survey population did not include the 500 employees of IBM in Consilium I, as IBM was not willing to participate in the survey.

The TTC assisted in the survey design and the subsequent processing of the responses. Ministry of Transportation and Metro Toronto Planning Department provided geographical referencing information to ensure flexibility in future analysis and consistency with other travel surveys such as the Transportation Tomorrow Survey for the Greater Toronto Area.

In addition to the questionnaire survey, field surveys of parking lot usage in the City Centre area were also conducted. The results of the two surveys compare favorably despite some minor discrepancies. The spatial distribution of employees' residences, their work/travel time arrangements, modal choice, and the trip generation capacities of different buildings are separately discussed here.

3.1 PLACE OF RESIDENCE

Employee residence information was obtained by asking for home addresses and postal codes. This information was processed by an aggregate postal code zone system for consistency with the 1983 Employee Travel Survey. Figure 26 and Table 5 indicate the percentage of employees from each zone for 1987.

3.2 TIME OF WORK AND TRAVEL

Employees were asked about their working hour arrangements (Table 6). Alternative work time arrangements can be attractive to employers and employees, in part due to more favourable conditions on transportation facilities outside of peak hours. In the City Centre, over 70% of all employees still work regular hours, usually 8:30 a.m. to 4:30 p.m. or

9:00 a.m. to 5:00 p.m. Of the other arrangements about 20% of employees have variable work hours, and start as early as 6:00 a.m. Compressed work weeks - longer days with an extra day off every few weeks - are worked by 4% of the employees. Four percent of employees work shifts or part-time.

Alternative work times have the advantage of spreading arrivals and departures over a longer period of time, reducing road and transit congestion, thereby increasing transportation infrastructure efficiency. The a.m. peak hour of arrival for City Centre employees is 7:45 to 8:45, and departure in the p.m. is 4:15 to 5:15.

Although the survey was conducted in 1987, the results are still valid given that there has not been a significant change in the employee population or the parking availability. It is advisable however, to repeat this survey in the next few years to capture any changes.

Building	State Farm	Civic Centre	Board of Education	Bell Canada	Canada Life	Canada Centre	Consilium I	Consilium II	Total
					# OF EMPLOYEES				
ZONE OF RESIDENCE	380	700	450	800	1000	1100	1200	1220	6850
					% OF EMPLOYEES LIVING IN ZONE				
1	4.1	3.6	7.1	5.4	5.4	7.2	5.5	3.8	5.2
2	6.8	7.5	7.9	5.8	5.7	8.5	7.4	5.8	6.9
3	7.5	3.4	3.2	6.4	5.2	4.0	6.2	3.8	4.7
4	8.5	8.0	8.2	4.1	6.3	5.7	3.7	5.4	6.0
5	3.7	5.0	3.6	3.9	3.9	5.5	6.9	5.0	4.8
6	4.1	4.1	6.8	1.5	2.5	2.4	2.3	3.6	3.2
7	9.9	8.9	13.2	7.1	6.66	6.3	6.0	6.8	7.6
8	8.8	8.3	12.1	11.3	6.1	7.1	6.9	7.1	8.1
% OF EMPLOYEES LIVING IN SCARBOROUGH	53.4	48.8	62.1	45.5	41.7	46.7	44.9	41.3	46.5
9	9.5	11.2	6.8	12.5	9.1	7.7	7.6	10	9.4
10	1.0	1.1	2.1	0.9	0.2	0.4	0.5	0.1	0.6
11	4.1	2.8	2.5	2.8	4.3	2.8	2.3	1.7	2.8
12	0.7	2.3	2.5	2.4	2.3	1.8	1.2	0.9	1.7
13	2.7	3.2	2.1	2.6	2.1	1.9	1.6	1.1	2.1
14	2.0	3.4	5.7	3.4	4.1	4.9	4.4	4.3	4.1
15	3.1	4.8	2.9	3.9	8.1	7.0	5.8	3.9	5.2
16	3.4	5.0	5.0	7.3	6.4	8.0	7.6	6.2	6.6
17	0.0	0.5	0.4	1.5	1.8	1.3	1.4	2.6	1.3
18	3.1	7.5	2.1	6.0	7.7	10.2	12.6	13.6	8.9
19	17.0	9.6	5.7	11.2	12.2	7.3	10.1	13.3	10.8
Total	100.0	100.2	99.9	100.0	100.0	100.0	100.0	100.0	100.0

TABLE 5: CITY CENTRE OFFICE EMPLOYEES' RESIDENCES BY ZONE

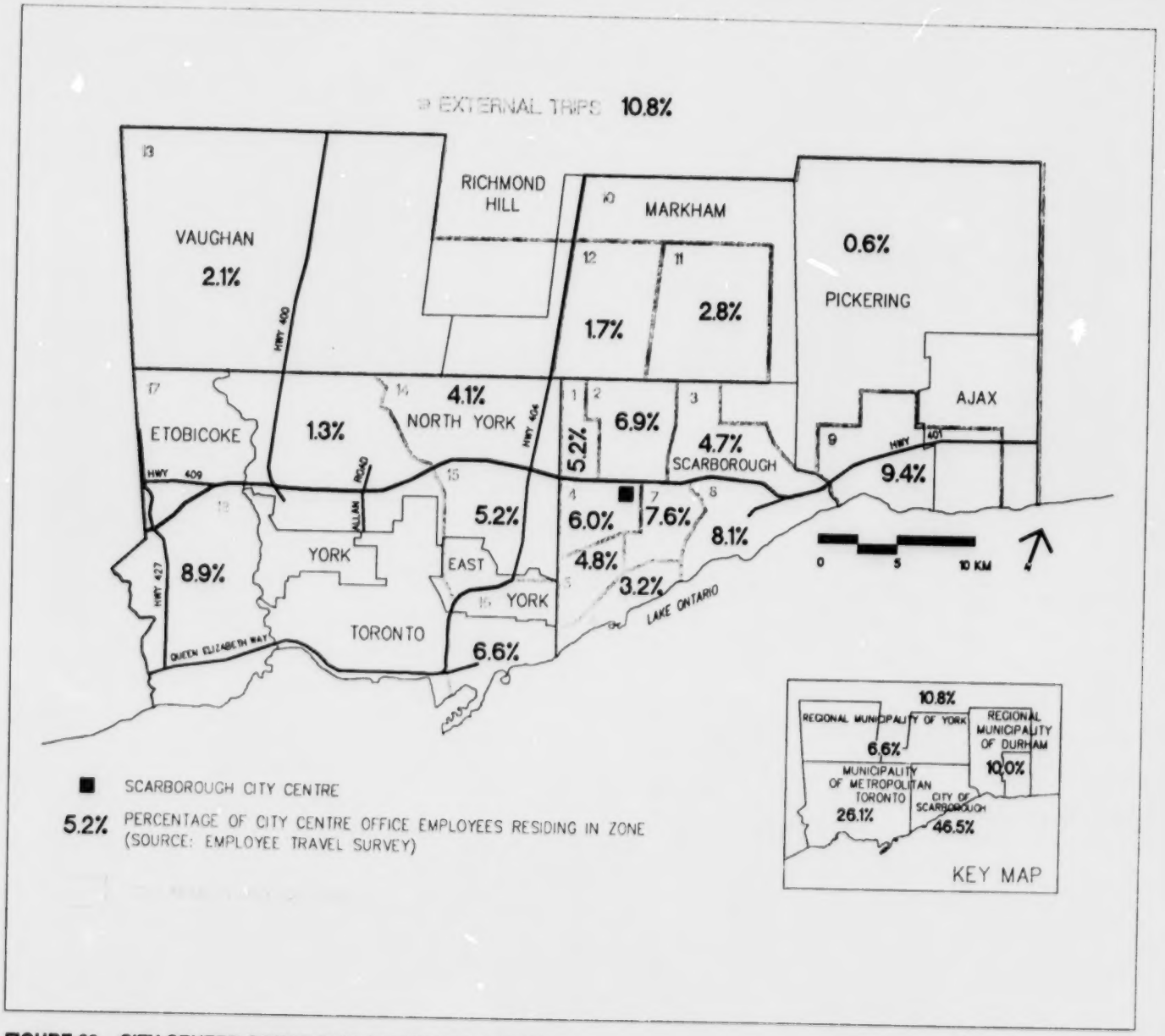


FIGURE 26: CITY CENTRE OFFICE EMPLOYEES RESIDENCES

3.3 MODAL CHOICE

The targets for transit use in the City Centre are 55% at 40,000 office employees and 25% at 15,000 office employees. From the 1987 Employee Travel Survey, the observed transit usage for City Centre office buildings varies from a low of 8% to a high of 38% with an overall average of 23% (Table 7). Employees in buildings occupied after the opening of the SRT have the highest transit ridership. The respondents were asked about mode of travel for the five working days, but the survey results indicated that the difference in mode choice from day to day is negligible.

3.4 TRIP GENERATION

The number of trips "attracted" to a building in the peak hour is dependent on a variety of factors including the type of business, number of visitors, working hours, and space per employee.

The parking lot and building access surveys, conducted in 1987, provided observed travel information for the Civic Centre/Board of Education, Canada Life, and Bell Canada buildings. This information is summarized in Table 8.

The high peak hour trip generation of the Civic Centre and Board of Education, in comparison to the other buildings, is perhaps due to the concentration of work hours.

BUILDING:								
# OF EMPLOYEES ON REGULAR HOURS								
# of Employees on Regular Hours	67.1	80.7	92.6	80.6	50.6	66.7	72.7	71.9
% OF EMPLOYEES ARRIVE:								
Before 6 am	2	0.2	0	1.7	0.3	0.6	0	0.3
Between 6 & 7 am	5.7	1.9	1.4	17.5	17.4	11.9	2.9	25.2
Between 7 & 8 am	54.7	35.4	36.5	50.5	36.5	59.7	39.8	50.9
Between 8 & 9 am	34.9	60.1	58.2	27	32.5	24	52.5	2
Between 9 & 10 am	0.3	1.2	1.1	1.5	9.4	1.1	4.3	1.1
After 10 am	2.3	1.2	2.8	1.9	3.8	2.5	0.5	1.6
% OF EMPLOYEES DEPART:								
Before 2 pm	3	2.8	1.1	1.7	2.4	2	1.4	1.1
Between 2 & 3 pm	0.3	0.2	0	4.8	8.7	1.4	1.4	5.8
Between 3 & 4 pm	46.8	12.9	4.2	21.4	17	10.9	10.9	45.4
Between 4 & 5 pm	38.4	67.1	80.2	51.6	33.6	60.2	60.2	28.1
Between 5 & 6 pm	6.4	8	9.2	13.7	25.2	20.1	20.1	11.4
After 6 pm	5.1	9.1	5.3	6.9	13	6.1	6.1	8.2

TABLE 6: CITY CENTRE OFFICE EMPLOYEE ARRIVAL AND DEPARTURE TIMES

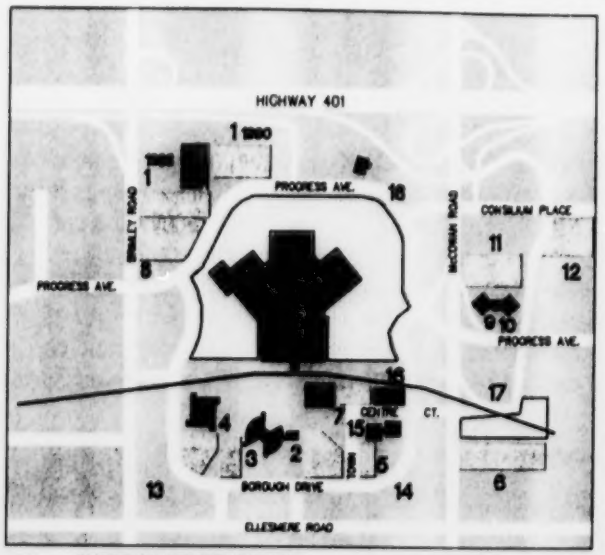
BUILDING:	State Farm	Civic Centre	Board of Education	Bell Canada	Canada Life	Canada Centre	Consumers I	Consumers II	Total Employee
Walked	0.0	0.5	1.1	0.6	1.1	1.0	0.5	0.4	0.7
Did Not Work	0.7	2.6	0.7	3.3	2.8	4.2	1.6	1.5	2.4
Auto Driver	74.5	80.6	83.0	67.9	63.9	48.0	54.6	56.4	63.4
Passenger withCity Centre Employee	5.4	3.0	2.5	2.1	3.0	4.2	2.3	4.4	3.4
Passenger with Non-City Centre Empl.	8.2	4.5	4.6	6.6	7.5	5.0	5.4	8.3	6.3
Van Pool	0.3	0.0	0.0	0.0	0.0	0.1	0.0	2.4	0.5
Car and Transit	3.4	0.3	1.1	2.5	2.8	3.4	4.3	2.9	2.6
Transit	7.5	8.5	7.0	17.0	18.9	34.1	31.3	23.7	20.7
Total	100	100	100	100	100	100	100	100	100

TABLE 7: CITY CENTRE OFFICE EMPLOYEE MODE OF TRAVEL TO WORK

	Civic Centre Board of Ed	Canada Life*	Bell Canada
# of Employees	1150	1000	800
Occupied Floor Area	27870	20700	23440
Employees/100m²	4.1	4.8	3.4
Peak Hour Person Arrivals	917	445	386
Vehicle Driver	699	303	262
Passenger	52	19	18
Drop-off	51	59	40
Transit & Other	115	64	66
Peak Hour Trip Generation (/100m²)			
Person	3.3	2.1	1.6
Vehicle	2.5	1.5	1.1
Transit & Other	0.8	0.7	0.5
Peak Hour Arrival as % of Total Employees	79.7%	44.5%	48.3%
Peak Hour Arrival as % of 2 Hr Peak Period	79.7%	59.3%	51.4%
Vehicle Occupancy	1.07	1.06	1.07

* includes Works & Environment Department employees

TABLE 8: CITY CENTRE OFFICE BUILDING TRIP GENERATION



LOT NUMBER	1988 SPACES	1990 SPACES	DESCRIPTION
1	374	391	STATE FARM INSURANCE
A	492	492	CIVIC CENTRE
B	223	223	BOARD OF EDUCATION
4	562	562	BELL CANADA
A	311	305	CANADA LIFE
B	340	340	CANADA LIFE
7	305	293	CANADA CENTRE
8	402	300	CANADA CENTRE
9+10	774	774	CONSILIUM
9	289	289	CONSILIUM
10	787	787	CONSILIUM
13	54	54	BOROUGH DRIVE WEST METERS
14	44	44	BOROUGH DRIVE EAST METERS
15	23	23	TOWN CENTRE COURT METERS
16		113	Y M C A
17	650	431	McCOWAN STATION
18	5500	5500	TOWN CENTRE MALL
TOTAL	11220	10921	

FIGURE 27: CITY CENTRE PARKING

Information regarding parking inventory and supply in the City Centre has been collected in 1987 and 1990. Figure 27 indicates the location and amount of metered parking, and parking associated with the City Centre office buildings and the Town Centre shopping mall. The Canada Life, Canada Centre, and Consilium buildings have some off-site parking in remote lots.

4.1 PARKING SUPPLY USAGE

Table 9 summarizes 1987 information on parking lot usage in the main office buildings and 1990 information on metered parking usage. The table shows that parking lot usage is high for all office building lots except the Canada Life remote lot which has occupancy of only 20% at peak demand. It should be noted that the commuter parking lot adjacent to McCowan Station was utilized to capacity 1989. However, since the introduction of the Provincial commercial concentration tax on commuter lots in 1990, the usage of the McCowan Station lot decreased to the extent that the lot has been reduced from 650 spaces to 431 spaces. It now operates at about 90% usage of the reduced capacity.

The shopping centre parking lots are in demand as an overflow and free parking supply for the office employees. The shopping centre management attempts to control use of the lots by restricting access to shopping centre employees only, until 9:15 a.m. Nevertheless, commuters and City Centre office employees do use the shopping centre spaces; some of them regularly drive over the curbs and sidewalks to park before the gates on the lot are opened. There is often a line-up of cars waiting to get into the lots when the gates are opened.

The survey of the on-street metered spaces indicates a high demand early in the day, with a decrease later as vehicles are moved in compliance with the two hour limit. It is suspected that these vehicles are moved to the shopping centre by office workers.

Building	Occupied Gross Floor Area (m^2)*	Total** # of Spaces	Supply Spaces 100m^2	Spaces Occupied Time of Day 7:00	9:00	11:00	2:30	3:30	5:30	Peak Park Accumulation 100m^2
Scarborough Civic Centre (1987)***	17770	492	2.8	5%	103%	97%	95%	94%	12%	2.86
Bell Canada (1987)****	20970	587	2.8	7%	100%	100%	100%	100%	15%	2.80
Board of Education (1987)	10100	223	2.2	4%	101%	103%	101%	101%	17%	2.28
State Farm Insurance (1983)	6870	374	5.4	8%	56%	53%	53%	51%	8%	3.05
Canada Life Centre (1987)***	13450	311	4.8	6%	79%	83%	85%	86%	46%	2.45
East side of McCowan		340		4%	18%	20%	19%	15%	6%	
Canada Centre (1985)*****	30000	797	2.7	6%	58%	56%	48%	40%	19%	1.54
Total	**99160**	**3124**	**3.2**	**6%**	**72%**	**70%**	**68%**	**66%**	**16%**	**0.02**

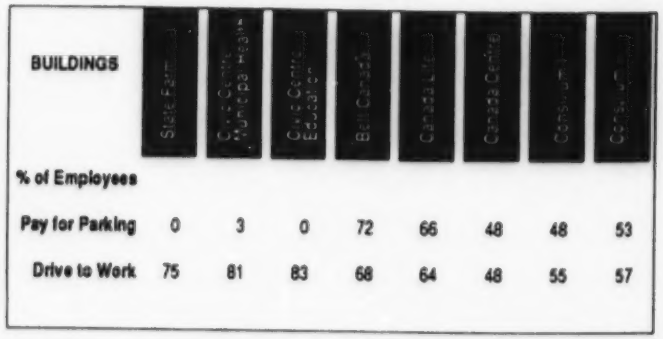
* occupied floor area estimated
** does not include on-street parking or parking in the shopping centre
*** Works Department occupies 1600m^2 in the Canada Life building but employees park in the Civic Centre lot
**** City staff were not permitted to survey this lot - building management estimated that it is 100% utilized
***** Canada Centre figures include lot north of Progress Avenue. Last time period was 4:30 p.m. not 5:30 p.m.

TABLE 9: CITY CENTRE OFFICE PARKING USAGE

4.2 COST OF PARKING

In 1987 about 40% of all office employees in the City Centre paid for parking. Table 10 indicates the strong correlation between a charge to employees for parking and their propensity to use the transit system. The target transit usage of 55% for City Centre employees will not be achieved if the majority of the office staff continue to enjoy free parking.

The City and Board of Education offices provide free parking and clearly have the highest percentage of auto drivers of all office buildings in the City Centre. The City has succeeded in setting a poor example in its quest for increased transit usage in the City Centre.



BUILDINGS	State Farm	City Centre Municipal Offices	City Centre Education	Bell Canada	Canada Life	Canada Centre	Consumers	Consumers
% of Employees								
Pay for Parking	0	3	0	72	66	48	48	53
Drive to Work	75	81	83	68	64	48	55	57

TABLE10: CITY CENTRE PARKING COST AND MODAL SPLIT

5. TRAFFIC AND PARKING ON RESIDENTIAL STREETS

The areas south of Ellesmere Road are monitored to identify traffic and parking infiltration. Traffic counts were taken by the Works & Environment Department in the spring of 1989 and 1990. The Planning & Buildings Department collected the on-street parking information in the Fall of 1990.

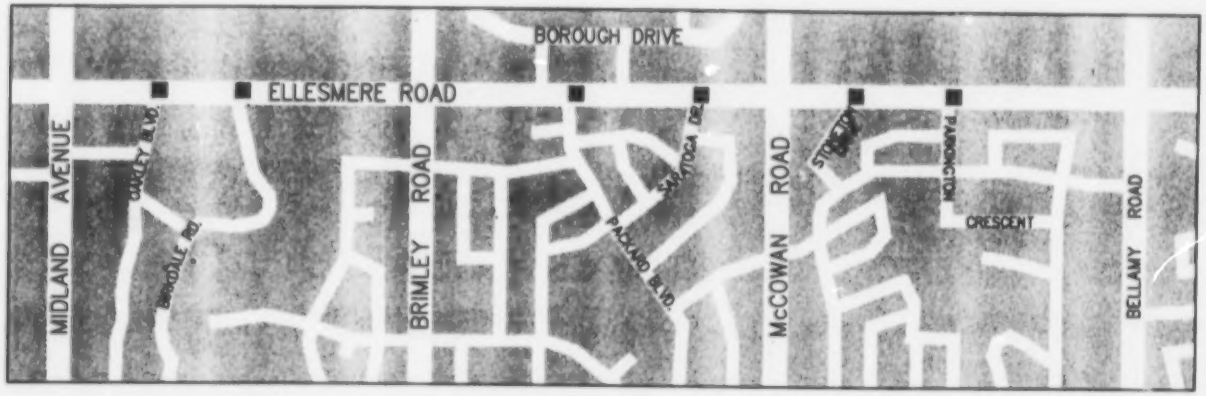
5.1 TRAFFIC

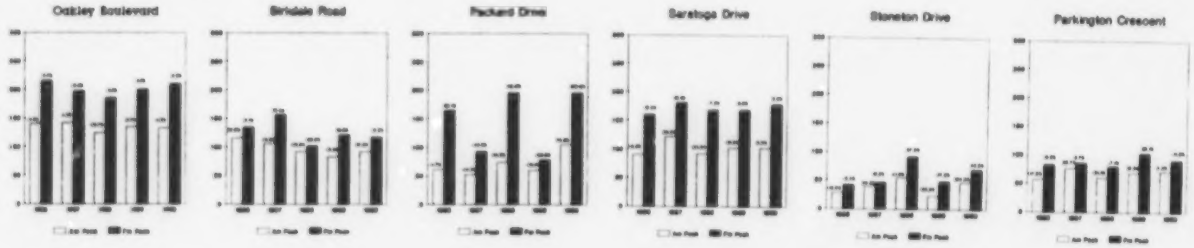
Traffic counts have been taken on the residential streets south of the City Centre since 1984. Regular monitoring will allow any trend towards increased numbers of vehicles cutting through these neighbourhoods to be quickly identified.

The change of traffic volume on these streets was a mixture of increases and decreases between 1989 and 1990. The total traffic, however, increased in both the a.m. peak hour and the p.m. peak hour between 1989 and 1990. From 1984 to 1990, the total traffic on these streets changed very little. An examination of the bar graphs for each street shows that several of the volumes for 1989 were unusually low, and in most cases the counts recorded in 1990 were lower than in earlier years such as 1986 or 1988. It can be concluded that through traffic on these streets is not an increasing problem.

5.2 PARKING

As in previous years, there were noticeable concentrations of vehicles parked on-street in the vicinity of Ellesmere Road on Packard Boulevard, Saratoga Drive and Parkington Crescent. There was no evidence of a significant change in on-street parking since 1988. The highest concentration, 9 vehicles, occurred outside the Credit Union building at the corner of Ellesmere Road and Packard Boulevard.





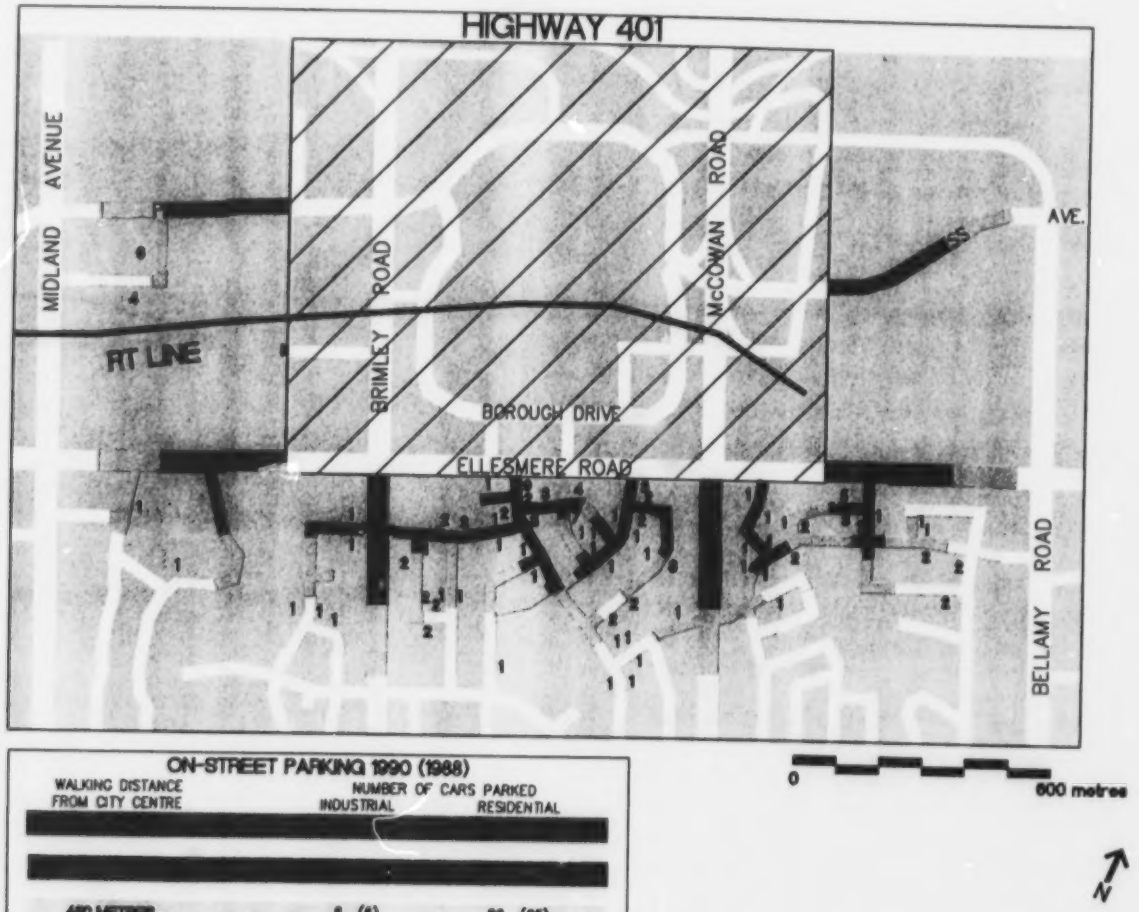
TOTAL FOR ALL STREETS

	1990 PEAK HOUR	% CHANGE FROM 1984	% CHANGE FROM 1989
A.M.	558	0.6%	16.8%
P.M.	859	-5.7%	19.0%

LEGEND

	COUNT LOCATION
	A.M. PEAK HOUR VOLUME
	P.M. PEAK HOUR VOLUME
-8.6%	CHANGE FROM PREVIOUS YEAR

FIGURE 28: TWO-WAY TRAFFIC VOLUMES ON RESIDENTIAL STREETS



ON-STREET PARKING 1990 (1988)

WALKING DISTANCE FROM CITY CENTRE	NUMBER OF CARS PARKED INDUSTRIAL	RESIDENTIAL
480 METRES	8 (6)	20 (25)
600 METRES	4 (6)	22 (38)

FIGURE 29: PARKING ON RESIDENTIAL STREETS

6. LAND USE AND TRANSPORTATION STUDIES

The City Centre and adjacent areas have been the subject of very active development interest and this has contributed to the initiation of a number of land use and transportation planning studies. The following is a brief overview of the relevant studies:

6.1 CITY CENTRE ROADS

The City Centre Roads Plan, as developed up to 1986, is shown in Figure 2.

New links have been proposed east-west between Brimley Road and Midland Avenue to the north of Progress Avenue. Further links will be considered in conjunction with development applications to the east of the City Centre; one connects McCowan Road to the Grangeway extension north of Ellesmere Road, and there are some new links being considered between Consilium Place, Progress Avenue and the Highland Creek.

In conjunction with various development applications in the area, Council either has considered or will be considering additions or adjustments to the City Centre Roads Plan. The 1991 Monitoring Report will include an updated Roads Plan map.

6.2 MILNER AVENUE CORRIDOR AND MALVERN GATEWAY TRANSPORTATION STUDY

This Study was initiated in 1988 in response to development interest to identify opportunities to provide improvements to the transportation system serving the area east and north of the City Centre. In May 1988, the Ministry of Transportation (MTO) announced its support for a series of "gateways" across the Greater Toronto Area. A gateway is a focal point in the transportation network, providing facilities for travellers to select their mode of transport from a choice of private automobile, surface and rapid transit vehicles, or walking. At the same time, a gateway provides a range of services which address the needs of commuters. To maximize the benefits provided by a gateway, transportation and land use should be well integrated. The MTO had already

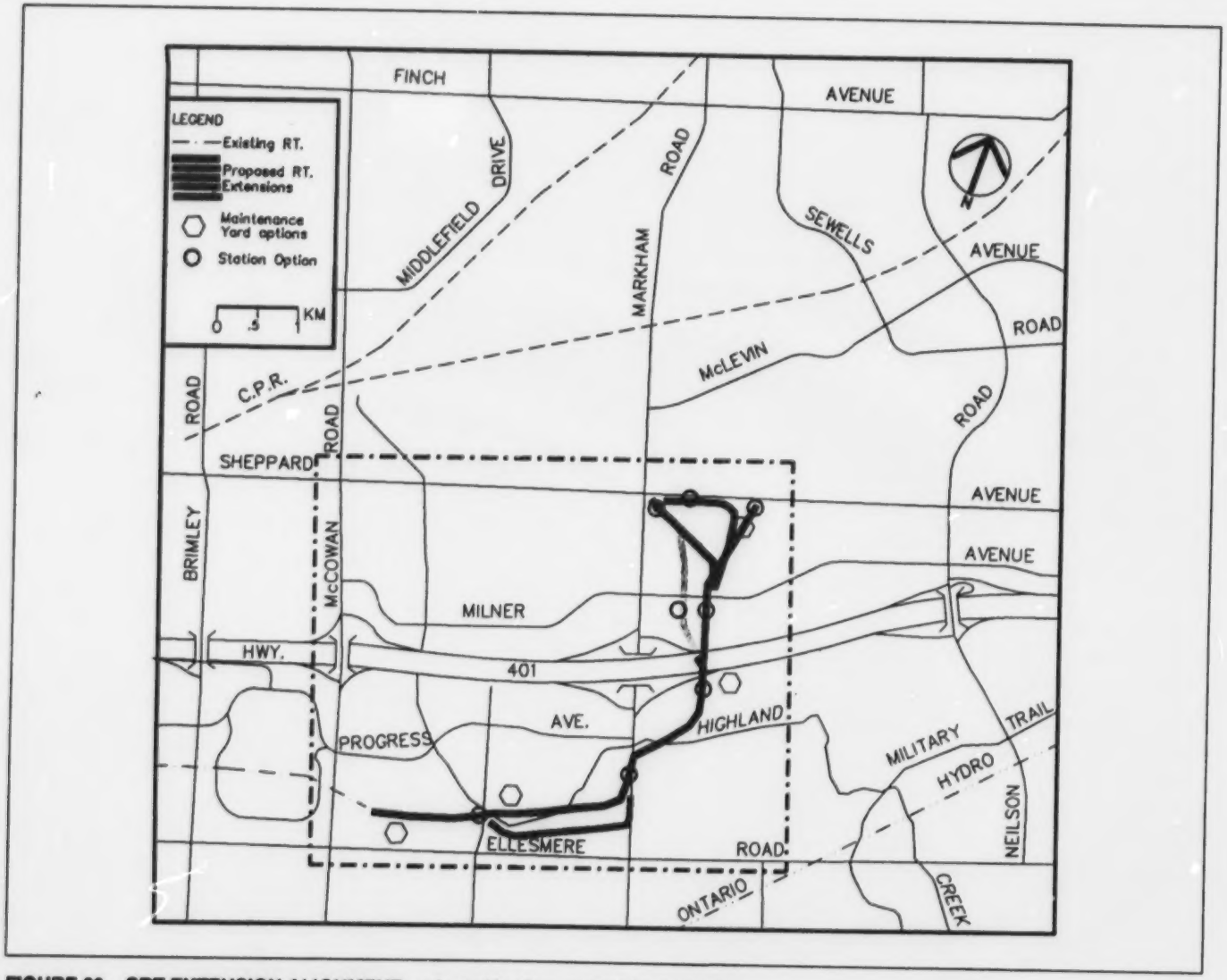


FIGURE 30: SRT EXTENSION ALIGNMENT - adopted by Council October 22, 1990

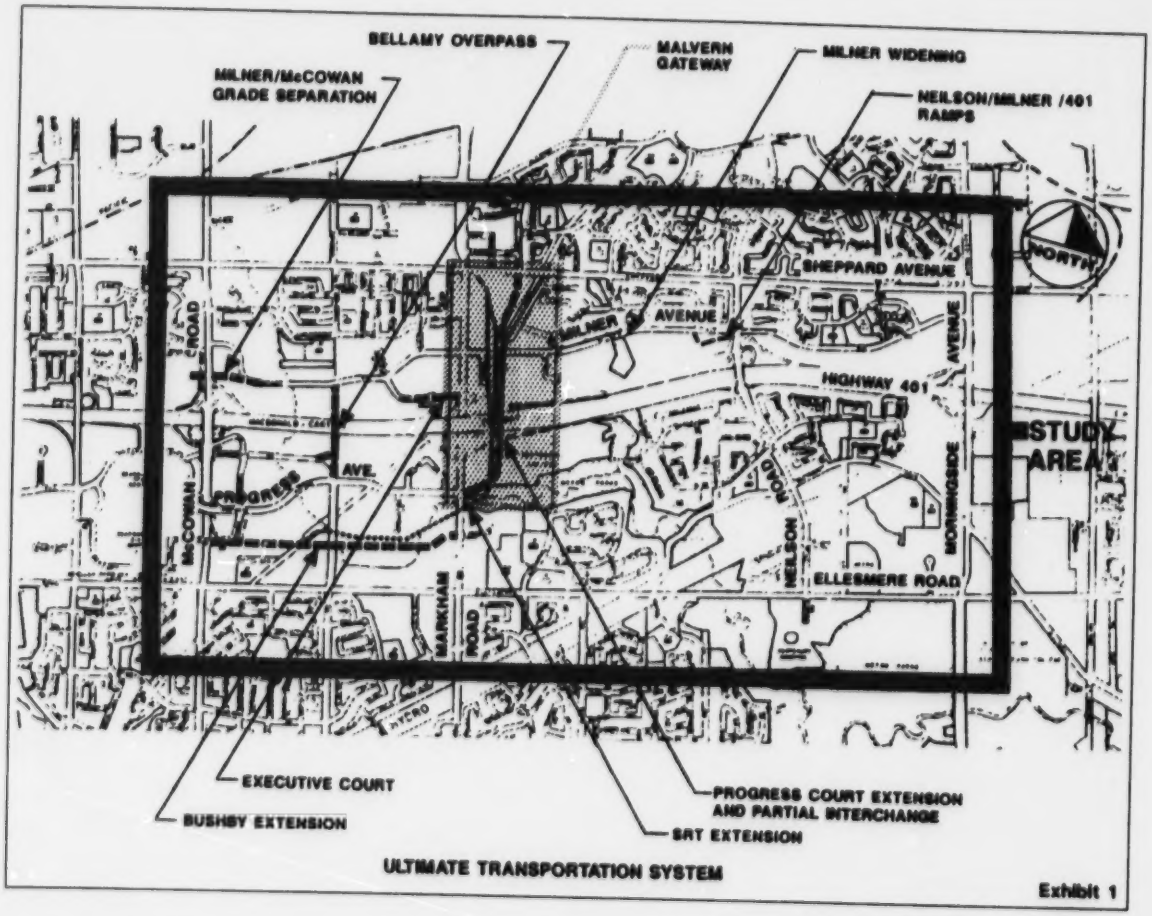


FIGURE 31: RECOMMENDATIONS FROM THE MILNER AVENUE CORRIDOR AND MALVERN GATEWAY TRANSPORTATION STUDY

identified a potential gateway location in the Malvern area, and so the study examined opportunities for gateway facilities together with other improvements to the transportation network in the vicinity of Milner Avenue.

The Study was presented to a Joint Works and Transportation Committee and Planning Committee meeting on June 14, 1990 with recommendations to initiate the process necessary to incorporate a number of new road facilities into the Official Plan and include the facilities in the capital Works Program and Development Charges Program. The Joint Committee deferred consideration of the recommendations to afford members of Council the opportunity to examine the study details more thoroughly. It is anticipated at the time of writing this report, that Council will formally deal with the study recommendations in the Spring of 1991.

6.3 SRT EXTENSION

The Milner Avenue Corridor and Malvern Gateway Transportation Study addressed the extension of the SRT and identified the components of the Malvern Gateway. This information was fed into the SRT Extension Alignment, Property Protection and Yard Requirements Study which was undertaken by Metro, the T.T.C., and Scarborough and completed in September 1990. The study was initiated to identify property protection requirements in connection with on-going development application approvals in the area.

In October 1990 Scarborough and Metro Councils adopted the study recommendations with respect to the alignment of the Extension. During 1990, the Provincial Government announced support for construction of the SRT Extension. As a result, the TTC and Metro have initiated an Environmental Assessment study to provide detailed evaluation and planning for the SRT Extension and associated facilities. This study will seek approval,under the Environmental Assessment Act, for construction of the Extension.

6.4 SHEPPARD SUBWAY

Metro and the TTC have initiated Environmental Assessment Studies for the Sheppard Subway. Previous studies have identified a number of possible alignments for the Subway from Kennedy Road to the City Centre. The Environmental Assessment will provide a full evaluation of all alternatives. The Planning & Buildings Department has commenced complementary studies to identify associated land use and economic opportunities as input to the Environmental Assessment studies. These studies will also provide a policy framework for the consideration of development applications in the context of the Sheppard Subway and related transit facilities.

6.5 CITY CENTRE WEST STUDY

This Land Use Study is being conducted to determine land use and transportation plans for the area west of the City Centre as far as Kennedy Road. It is expected that the findings of the Sheppard Subway Corridor Study Part I - the Alignment Overview east of Kennedy Road will form the input to this study.

6.6 CITY CENTRE EAST STUDY

Council is considering the expansion of the City Centre designation to cover the lands bounded by Highway 401 to the North, Progress Avenue to the South, Bellamy Road to the East, and Consilium Place to the West. It is proposed to extend the existing City Centre Secondary Plan's density rationale over the Study Area, taking into account recent planning approvals and current development proposals. A mix of office and residential uses is envisaged, with prestige development along Highway 401, and a full range of supporting services and facilities.

6.7 CITY CENTRE EXPANSION

Council has retained Moriyama Teshima Architects to examine options for the expansion of the Civic Centre and to consider its relationship to the surrounding lands. Some City departments have had to move to other locations owing to lack of space within the present complex. Such physical separation has an adverse effect on City operations and the need for an expansion is clearly appreciated.

CONCLUSION

During the two years covered by this edition of the Monitoring Report, there has been a substantial amount of construction activity together with approval of several major developments. The YMCA recreation and daycare facility on Town Centre Court has been completed and opened. Further east, three major projects were completed: the Royal Bank building at Progress Avenue and Consilium Place, an office condominium building at 885 Progress Avenue, and the Roridan building on Milner Avenue just east of Markham Road.

Some other construction is proceeding, particularly the third Consilium tower which contains offices, and the nearby Tridel/Prudential Residences at the Consilium which represents the first residential project associated with the development of the City Centre. The projects completed and under construction contribute 95,550 square metres of office uses and 1,080 residential units to the City Centre and surrounding area, as well as retail, recreation, and restaurant facilities.

Many important development applications have been approved during the period, and if they all proceed to completion they will represent a dramatic step towards the realization of the City's goals for the City Centre.

Several land use and transportation studies have been carried out or begun during the past two years. From a transportation perspective the emphasis has been on transit improvements such as the SRT Extension and the Sheppard Subway. Through the Milner Avenue Corridor Transportation Study, improved road links such as the Progress Court extension and partial interchange with Highway 401, have also been considered. As discussed in Section 6.2 of this report, the findings of the Milner study are expected to be formally considered by Council later in 1991.

It has proven difficult to draw many firm conclusions from the vehicular traffic and transit passenger counts taken during the monitoring period. No clear overall trends are evident. Vehicular traffic has taken advantage of the opening of the Brimley Road overpass and has gradually adjusted to the new routing possibilities. Transit counts were distorted by a work slowdown in late 1989, and resultant passenger dissatisfaction with the service. The 1991 surveys will show whether there has been a permanent loss of ridership, or whether transit passenger volumes have recovered.

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THE 1989-90 CITY CENTRE MONITORING REPORT

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